Doc. # 5515

ADOPTED

Bd Mtg 8/19/92

WINGATE AT BRIGHTON

123 BED NURSING HOME

100 NORTH BEACON STREET
BRIGHTON, MASSACHUSETTS

PLANNED DEVELOPMENT AREA PROPONENTS:

CONTINENTAL HEALTH CARE

CONGREGATION OF THE SISTERS OF ST. JOSEPH

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WINGATE AT BRIGHTON
100 North Beacon Street
Brighton, Mass. 02135

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MEMORANDUM AUGUST 19, 1992

TO: BOSTON REDEVELOPMENT AUTHORITY AND
THEODORE CHANDLER, ACTING DIRECTOR

FROM: GERARD KAVANAUGH, ASSISTANT DIRECTOR FOR
INSTITUTIONAL PLANNING AND DEVELOPMENT
RICHARD MULLIGAN, PROJECT COORDINATOR
AARON SCHLEIFER, HOUSING ANALYST

SUBJECT: WINGATE AT BRIGHTON NURSING FACILITY, 100 NORTH BEACON STREET, BRIGHTON.

SUMMARY: PUBLIC HEARING ON WINGATE AT BRIGHTON. THE DEVELOPER, CONTINENTAL HEALTH CARE, INC. SEEKS A PLANNED DEVELOPMENT AREA DESIGNATION FOR A PARCEL OF LAND AT 100 NORTH BEACON STREET, BRIGHTON, TO ALLOW FOR A LONG-TERM NURSING HOME.

INTRODUCTION

Continental Health Care IV Limited Partnership (CHC IV), the principals of which are Gerald Schuster and Scott Schuster, seek a Planned Development Area (PDA) designation for a parcel of land at 100 North Beacon Street, Brighton. The parcel, which consists of approximately 130,605 square feet (approximately 2.9 acres), is bounded generally by North Beacon Street, Dustin Street and Saunders Street in Brighton.

The proposed Planned Development Area is governed by Article 51 of the Zoning Code (Allston-Brighton Neighborhood District). The project site is situated within a Conservation Protection Subdistrict. The proposed project's use is classified as a Nursing Home, which is a conditional use in the Conservation Protection Subdistrict. Authorization for the Nursing Home use is sought as part of the request for approval of the Development Plan pursuant to Section 51-39 of the Code. Because the proposed project is situated within a Conservation Protection Subdistrict, it also requires site plan review pursuant to Section 51-13 of the Zoning Code. Section 51-13.3 allows site plan review to be conducted as part of the development review process, which the project will require pursuant to Section 51-43.1 and Article 31 of the Zoning Code.

PROPOSED PROJECT

The proposed project consists of a nursing facility in a single, three story structure, to be comprised of 123 beds. The facility will be L-shaped with two perpendicular wings, each approximately 35 feet in height, and will contain approximately 55,000 square feet of gross floor area. (See renderings attached)

The wing parallel to North Beacon Street will consist at the ground floor of the following: reception area, business office, therapy facilities, laundry, mechanical/boiler room, and storage space. The second floor will consist of: kitchen facilities, dining room, admissions office, hairdresser, and general activity space. The third floor will consist of administrative and operational space.

The wing perpendicular to North Beacon Street will consist of three identical resident floors with 41 beds per floor, including 3 private rooms per floor and 19 double rooms per floor for a building total of 9 private rooms and 57 double rooms. Each floor will also be provided with a central nursing station, a resident day room, bathing areas, miscellaneous storage, and a resident/family lounge.

Parking for the facility will consist of surface parking for 70 autos. The surface parking lot will be located within the interior of the site, so that the parked cars will be less visible from the street. A buffer area of twenty feet between parking areas and the Saunders Street neighbors provides ample area for evergreen screening.

PROJECT FINANCING

The projected development cost for the Wingate at Brighton Nursing Home is $7.9 million and will be financed through Continental Health Care's sister subsidiary, Continental Wingate Associates, a HUD-approved lender under the Section 232 Mortgage Insurance Program.

DEPARTMENT OF PUBLIC HEALTH

The proposed project has secured all necessary approvals to date from the State's Department of Public Health (DPH). As required of DPH, the nursing home will maintain a 70% Medicaid census according to the current regulations, 105 CMR: Massachusetts Department of Public Health 100.610(D). The facility will be subject to audit through the Massachusetts Rate Setting Commission and the Department of Public Welfare.

COMMUNITY REVIEW

The community process in Brighton concerning the proposed project formally began in the spring of 1989. To date, twenty-two public meetings have been held in the Brighton community. The developer has presented the proposal to the Allston Civic Association, the Brighton-Allston Improvement Association, and numerous abutting neighbors. The Allston Civic Association has endorsed the proposed project, as have a majority of abutters to the site. The Brighton-Allston Improvement Association still has outstanding concerns which have not yet been addressed to its satisfaction. Such concerns relate specifically to the accessibility of proposed open space and community benefits.

PUBLIC BENEFITS

A significant public benefit to the community is the retention of a large area, currently proposed to be approximately 31,000 square feet which will be placed under a conservation restriction, thereby ensuring that the land will forever remain in its natural and undeveloped state. The conservation restriction will be subject to the approval of the Boston Conservation Commission. This area will be accessible through a main secured gate and will contain benches for the quiet enjoyment of the residents of the nursing home, surrounding neighbors, and Allston-Brighton residents. Moreover, the building is sited so that it preserves existing open space and landscaping, including the noted existing "allee" of trees which publicly identifies the property.

The developer has also agreed to plant 24 street trees along North Beacon Street to improve its aesthetic quality and character.

The project as proposed will create approximately 280 construction jobs, and approximately 110 permanent employment opportunities. The developer has agreed to advertise in local Allston-Brighton newspapers to solicit local residents for permanent employment opportunities.

The developer will attempt to market the nursing home beds to Allston-Brighton residents through available mechanisms within Boston hospitals in order to maximize the benefit of the home to local residents.

The developer has agreed to provide five scholarships to Allston-Brighton residents for the completion of the Certified Nursing Assistant (CNA) training program, and 1 continuing scholarship for the completion of the Licensed Practical Nurse (LPN) Program. The developer will guarantee employment to these individuals following the completion of their educations.

TRANSPORTATION

The proposed project will generate a modest amount of increased traffic. The developer has met with the City of Boston Transportation Department and will enter into a Transportation Access Plan Agreement to mitigate any potential impacts from the project. Pursuant to the City's Construction Management Program, the developer will also enter into a Transportation Maintenance Program to manage construction traffic during the construction period.

ON-GOING COMMUNITY REVIEW

An agreement has been made that a community task force will be formed by the BRA and the Mayor's Office of Neighborhood Services. Such task force will be comprised of Allston-Brighton residents, and will oversee construction of the facility, after which it will monitor the operation of the facility.

APPROPRIATE VOTES FOLLOW:

VOTED: That in connection with the Development Plan for 100 North Beacon Street, Brighton (the "Proposed Project"), presented at the public hearing duly held at the offices of the Authority on August 19, 1992, and after consideration of the evidence presented at that hearing, the Boston Redevelopment Authority, pursuant to Section 51-41 of the Zoning Code, finds that (1) the Development Plan complies with the provisions of Section 51-37 through 51-42 of the Zoning Code; (2) the Development Plan conforms to the Allston-Brighton Neighborhood Plan and the general plan for the City of Boston as a whole; (3) the Proposed Project described in the Development Plan is in compliance with the FAR limits set forth in Section 51-38 of the Zoning Code; and (4) on balance, nothing in the Development Plan will be injurious to the Allston-Brighton neighborhood or otherwise detrimental to the public welfare, weighing all the benefits and burdens;

AND FURTHER VOTED: That pursuant to the provisions of Section 3-1A and Sections 51-37 through 51-42 of the Zoning Code, the BRA hereby approves the Development Plan for 100 North Beacon Street, Brighton. Said Development Plan is embodied in a written document entitled "Development Plan for Planned Development Area No. 42, Wingate at Brighton, 100 North Beacon Street, Boston, Massachusetts," dated

August 19, 1992, and in a series of plans listed in an exhibit of said document; said document and plans shall be on file in the offices of the Authority;

AND FURTHER VOTED: That the BRA authorizes the Director to petition the Zoning Commission of the City of Boston for a Planned Development Area overlay designation for the parcel of land which is the subject of the Development Plan for the Planned Development Area and to execute in the name and on behalf of the Authority all agreements and documents required, all in the Authority's usual form, with the developer of said Planned Development Area. Such agreements and documents shall include such terms and conditions as the Director deems appropriate and in the best interests of the Authority, execution and delivery of such agreements or documents or the taking of any such action to be conclusive evidence of his determination and of the authority granted to him hereunder. Such agreements and documents shall be on file in the office of the Authority;

AND FURTHER VOTED: That the BRA hereby authorizes the Director to certify, in the name of the Authority, that any plans submitted to the Commissioner of City of Boston Inspectional Service Department in connection with the Development Plan are consistent with the approved Development Plan, at such time as the Director determines that such plans are thus consistent, his certification of such to be conclusive evidence of his determination and of the authority granted to him hereunder;

AND FURTHER VOTED: That the BRA hereby authorizes the Director to certify, in the name of the Authority, that the Proposed Project complies with the Development Review Requirements and site plan review requirements of the Zoning Code, at such time as the Director determines that the Proposed Project thus complies, his certification of such to be conclusive evidence of his determination and of the authority granted to him hereunder; provided, however, that final design review of the Proposed Project shall not be granted prior to the execution of a Transportation Access Plan Agreement with the Boston Transportation Department, and any other necessary agreements.

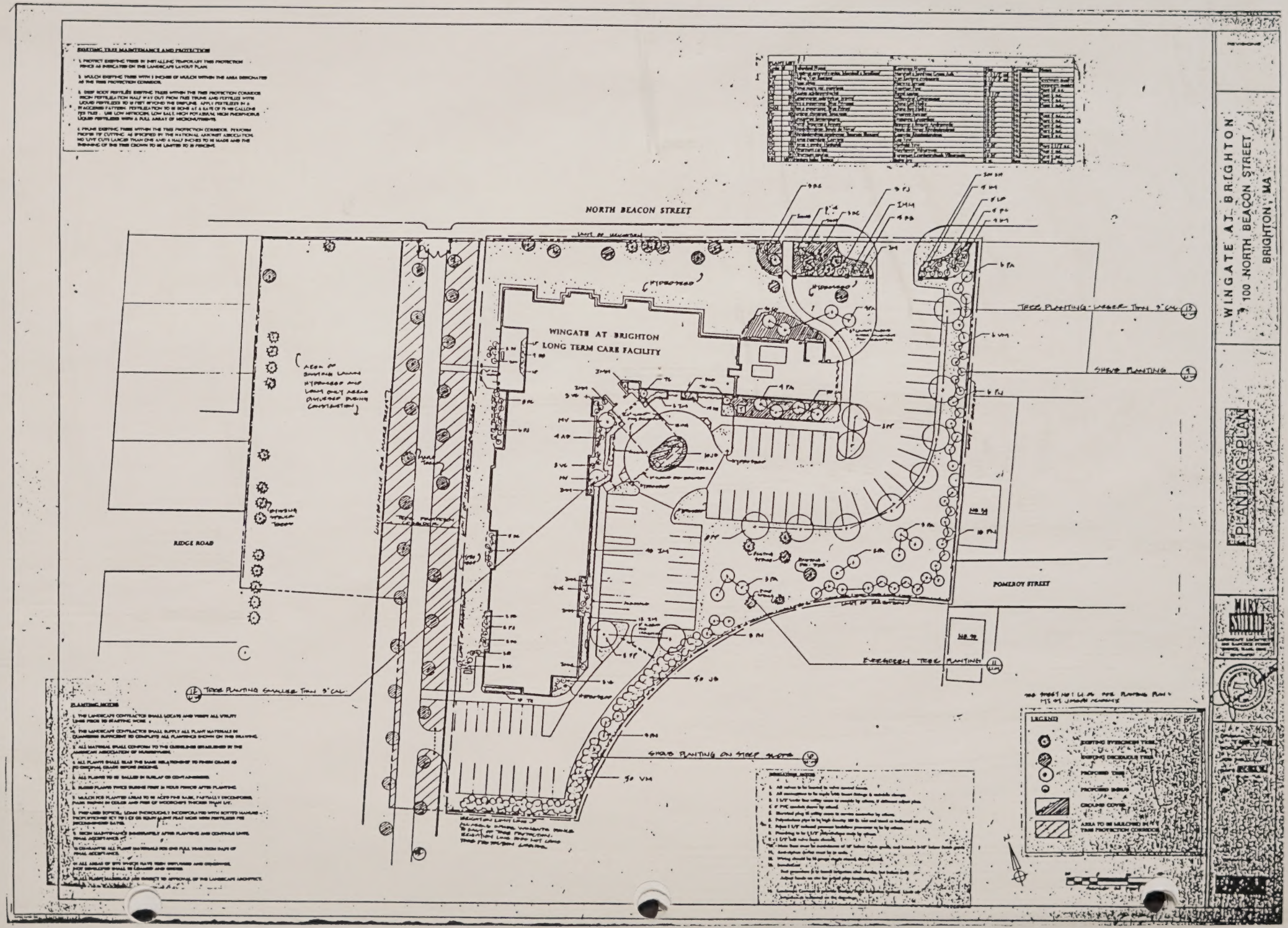
Section 2

Rendering of Site

WINGATE AT BRIGHTON
100 N. Beacon Street
Brighton, MA

Section 3

Site Plan


WINGATE AT BRIGHTON
100 NORTH BEACON STREET
BRIGHTON, MA
PLANTING PLAN
NORTH BEACON STREET
WINGATE AT BRIGHTON
LONG TERM CARE FACILITY
RIDGE ROAD
POMEROY STREET
TREE PLANTING - LARGER THAN 3" CAL
SHRUB PLANTING
EVERGREEN TREE PLANTING
TREE PLANTING SMALLER THAN 3" CAL
SHRUB PLANTING ON STEEP SLOPE
LEGEND
EXISTING EVERGREEN TREE
EXISTING DECIDUOUS TREE
PROPOSED TREE
PROPOSED SHRUB
GROUND COVER
AREA TO BE MULCHED WITHIN TREE PROTECTION CORRIDOR
EXISTING TREE MAINTENANCE AND PROTECTION
PLANTING NOTES

Section 4

Fact Sheet

Section 5

Development Plan with Exhibits

BOSTON REDEVELOPMENT AUTHORITY

August 19, 1992

DEVELOPMENT PLAN FOR

PLANNED DEVELOPMENT AREA NO. 42

WINGATE AT BRIGHTON
100 North Beacon Street
Boston, Massachusetts

Bounded by North Beacon Street, by the land
of the Sisters of Mount St. Joseph and by private parcels

CONTINENTAL HEALTHCARE IV LIMITED PARTNERSHIP

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1. Developer and Proposed Owner: Continental Healthcare IV L.P., ("CHC IV" and "the Company") 75 Central Street, Boston, MA 02109.

2. Architect: The Architectural Team, 50 Commandant's Way, Chelsea, MA 02150.

3. Attorneys: Shaevel & Krems, Suite 1250, 99 Summer Street, Boston, MA 02110.

4. Description of Planned Development Area: The area for which the Company applies for a Planned Development Area ("PDA") is described in **Exhibit 1** attached hereto. It encompasses the area of land at the North Beacon Street side of the property at 637 Cambridge Street, currently owned by the Congregation of the Sisters of St. Joseph of Boston (Sisters). The land is vacant and the address will be 100 North Beacon Street, Brighton, Mass.

It is bounded generally on the north by North Beacon Street and to the South by the land owned by the Sisters of St. Joseph, used as a Mother House and a high school Academy. The Sisters' remaining property would be approximately 11 acres. The area is further bounded on the east by private properties on North Beacon, Pomeroy and Saunders streets, and on the west by private properties on Dustin Street.

5. General Description of Project and Project Site: The Company proposes to erect on a portion of the PDA a 123 bed state of the art nursing home and rehabilitative care facility (together referred to hereinafter as the "Proposed Project"). The facility would be set on a lot consisting of 130,605 square feet (2.998 acres). The total square footage of the Proposed Project would be a 55,149 square foot building.

The site for the proposed PDA is presently used as a ballfield

and tennis courts by the students of Mt. St. Joseph's Academy. Both of these uses will be relocated to the adjacent parcel on the remaining property of the Sisters, an area that will not be part of the PDA.

6. Plans; Proposed Building Elevations: The relevant site plan and elevations for the project are in **Exhibit 2**.

7. Proposed Location and Appearance of structures: The new 123 bed nursing home facility will be a three-story, new fireproof construction structure of concrete block and plank construction. The building will have a flat roof which is sloped to drain, and the top of the roof structure will be approximately 35' above the top of ground floor elevation.

The building will be L-shaped consisting of two perpendicular wings. The wing parallel to North Beacon Street will house on the ground floor: the reception area, business office, therapy facilities, laundry, mechanical, boiler room, storage space, on the second floor: the kitchen, dining room, admissions office, hairdresser, and general activity space; and on the third floor: additional administrative and operational space.

The wing perpendicular to North Beacon Street will consist of three identical resident floors with 41 beds per floor including 3 private rooms per floor and 19 double rooms for a building total of 9 private rooms and 57 double rooms. Each floor will also be provided with a central nursing station, a resident day room, bathing areas, miscellaneous storage, and a resident/family lounge.

The exterior of the building will be principally red brick, which will be articulated with patterns of black brick and precast concrete as well as architectural fenestration. The building base is accentuated with recess brick banding and architectural detailed precast concrete underscored with a black brick pattern. Architectural precast concrete sills, jambs and arched heads border architectural fenestrations consisting of double hung and ornamental windows. Roof pediments are capped with architectural precast coping. Sloped roof areas anchoring North Beacon facade are clad with metal standing seam simulating copper clad roofs.

8. Proposed location and Appearance of Open Spaces and Landscaping:

a) General:

The Sister's property connects Cambridge Street in Brighton with North Beacon Street. The Academy and Convent buildings are located off Cambridge Street on the upland portion of the present site, while a baseball field and tennis courts are located at the North Beacon Street side, the site of the proposed PDA. Connecting

Cambridge Street and North Beacon Street is a narrow roadway lined with mature Norway Maple trees. These stately trees combined with the broad lawns of the playing fields create a park-like feeling to the entire North Beacon Street end of the property.

The Sisters' property was designated a Conservation Protection Subdistrict of the Allston-Brighton Neighborhood District under Article 51 to ensure that development on the site was sensitive to the significant natural features and that any new project place its building and site elements into the existing context of the Sisters' property and the neighborhood. The plan for the proposed new Wingate facility seeks to do just this. A sensitive building design with a plan to maintain the existing significant natural features by siting the building in a manner which protects the 'allee' of Norway maples, maintains and restores the shade trees at the edge along North Beacon Street, and combines a plan of protection and restoration for the Norway spruces throughout the site.

b) Siting of the Wingate facility: The L-shaped footprint of the Wingate long term care facility has been placed with the short end along North Beacon Street. This allows for the design of a primary vehicular entry gate on North Beacon Street on the easterly end. This primary entrance will serve as the only vehicular entrance to the site, used by staff, visitors and delivery people. The parking for the facility is on the interior of the site making the parked cars less visible from the street. A buffer area of twenty feet between parking areas and the Saunders Street neighbors provides room for evergreen screening.

Key to this site plan is the protection of the Norway maples 'allee'. The long end of the building is parallel to this existing significant natural feature and no portion of the Wingate facility is located closer than twenty eight feet to the centerline of the easterly row of Maple trees. This allows for a utility drainage corridor of ten feet prior to the drip line of the trees.

Along North Beacon Street the shade trees are located at the sidewalk edge and average forty feet away from the building foundation.

c) Siting the baseball field and the tennis courts for the Mount Saint Joseph Academy: Part of the overall design for the Wingate project is the relocation of the Mount Saint Joseph baseball field and two tennis courts. Three existing courts and one baseball field are presently located along North Beacon Street. The new baseball field will be oriented in a northerly direction on the large portion of the site between the Wingate facility and the Academy itself. It is well away from the Maple 'allee'. The two new tennis courts are oriented North/South and end to end to the west of the Maple 'allee'. Both new active recreation facilities will require some terracing to the site to accommodate the needed

level areas. This means some architectural patterned concrete walls of approximately four to seven feet high will be provided. Walls, slopes, fencing and appurtenances will be integrated into the site with planting. Any slope steeper than three to one will be stabilized. However, the baseball fields and tennis courts will not be located within the PDA.

A paved opening connecting the rear CHC IV parking area and the roadway between the Maples has been centered between trees to minimize its impact. The purpose of this opening is for emergency and minor service access. The parking area which connects to the roadway will be permanently closed by a chain and lock. Walkways from the Wingate building have been centered between Maple trees as well to reduce new pavement near the trunks of the Maple trees. The long term use of the paved roadway between the maples will be restricted to pedestrians with limited vehicle access. In order to prevent additional vehicular traffic over the roots of the trees, this 12 foot wide road was not considered as viable for vehicular site traffic.

Throughout the site similar precautions will be taken for individual trees to be saved. Specifically these include the Norway spruce trees along the Dustin Street side adjacent to the tennis courts, the Trees of Heaven at North Beacon Street and the Norway spruces which fall between the parking lot and ball field at the interior of the site.

d) Restoration of trees: Because the Wingate facility will require the loss of some trees, most importantly Norway spruces within the center of the site, the proposed landscape plan will specify specimen Norway spruces (8-10′ in height) to be planted in configurations similar to those which exist upland at the Mount Saint Joseph Academy. These groupings of spruces will restore the pattern across the site of evergreens in lawn areas and will help to integrate the proposed Wingate facility into the broader landscape context.

At North Beacon Street, high calibre shade trees which can withstand urban conditions will be planted to ensure that there are long term specimen trees which have a strong street presence. The landscape plan proposes to plant a greater number of trees on the Wingate site that are lost due to its construction.

9. Permitted Uses: The PDA may be used for the following uses: a nursing home, and will include the following uses: reception area, business office, therapy facilities, laundry, house keeping, mechanical and storage space, a kitchen, dining room, admissions office, hairdresser, general activity space, additional administrative and operational space, nursing stations, bathing areas, parking areas and a resident family lounge.

Although a nursing home use is a conditional use pursuant to Article 51, Table A, it will be an allowed use within the PDA pursuant to Article 51-39(4) and 51-38(1).

The use of the PDA as a nursing home, the other accessory uses listed in the above paragraph, and any other accessory or incidental uses associated with the operation of a nursing home shall be allowed uses within the PDA.

10. Densities: The total land area of the PDA is 130,605 square feet (2.998 acres). The PDA is made up entirely of land currently within a Conservation Protection Subdistrict ("CPS") of the Allston-Brighton Neighborhood District. The floor area ratios resulting therefrom are as follows:

	Code	Proposed
	Conservation Protection Subdistrict	PDA
Zone Area	No Minimum	130,605'
Allowable FAR	.5	.42
Allowable Gross Floor Area	65,302.5'	55,149'

11. Projected number of Employees: It is anticipated that CHC IV will generate about 280 construction jobs. Continental Healthcare IV, L.P. will make reasonable efforts to hire Boston and Allston-Brighton residents for construction jobs and permanent jobs for the proposed project.

Wingate at Brighton is expected to provide approximately 140 full and part time jobs of on a 7 days/week, 365 days/year basis. The Company also intends to implement a plan to attempt recruitment of Allston-Brighton residents for permanent positions.

12. Proposed traffic circulation: The main vehicular access will be at the northeastern corner of the site on North Beacon street. All traffic will enter the site at this location. However, the main entrance will be in the rear of the building so as to avoid the need for any use of North Beacon Street for parking, stopping or standing. A pedestrian access will also be provided adjacent to this vehicular access. A second vehicular egress will be provided by reusing the existing paved driveway and curbcut on the northwestern end of the site at North Beacon Street. This egress will be limited to emergency use and minor services.

A new decorative fence with brick piers will be provided on

North Beacon Street with a motorized gate at the main vehicular entrance. The gate is closed at night for security reasons and will be automatically operated. A manual gate will be provided at the secondary egress. The side and rear of the property will also be fenced with combinations of chain link and wood fences to provide on-site security.

The company has previously submitted to the Boston Redevelopment Authority a comprehensive Transportation and Access Plan produced by Howard/Stein-Hudson Associates.

13. Proposed parking facilities: The proposed project would have 70 parking spaces located on the nursing home premises, the access to which would be from North Beacon Street.

14. Proposed loading facilities: There will be two offstreet loading bays shielded by a brick wall from street view.

15. Access to Public Transportation: The transit service in the North Beacon Street area in the vicinity of the proposed site consists primarily of bus service. Several MBTA bus lines are within walking distance to the site to serve employees and visitors. The following bus routes access the site with the following routes:

#57 Watertown Square to Kenmore Square via Newton Corner and Brighton Center;
#63 Cleveland Circle to Central Square via Market Street;
#64 Oak Square to Central Square, Cambridge or Kendall/ Massachusetts Institute of Technology (MIT) via North Beacon Street;
#66 Allston, Union Square to Dudley via Brookline Village
#86 Sullivan Station to Union Square, Allston (via Harvard/Johnson Gate).

Of these bus lines, Bus #64 passes directly by the site, travelling from Oak Square to MIT during the day, connecting to the Red Line at Central Square, with a frequency of 18-30 minutes. On evenings and weekends, the bus travels only as far as Central Square and has a frequency of one hour.

16. Proposed dimensions of Structures: The dimensions of the Project are shown on the attached Plans, **Exhibit 2.**

17. Financing: Wingate at Brighton will be financed through Continental Health Care's sister subsidiary, Continental Wingate Associates, a HUD-approved lender under HUD's Section 232 mortgage insurance program. The mortgage will be HUD insured under the Section 232 mortgage insurance program. The mortgage insurance application has been filed with the Department of Housing and Urban Development ("HUD") under Section 232 and is awaiting final approval.

18. Zoning: The PDA would be located in a Conservation Protection Subdistrict ("CPS") of the Allston-Brighton Neighborhood District pursuant to Article 51 of the Boston Zoning Code. Although a nursing home is a conditional use within the CPS pursuant to Article 51, Table A, it will be an allowed use within the PDA pursuant to Article 51-39(4) and 51-38(1), and therefore will not require action by the Zoning Board of Appeals.

a. Zoning Requirements:

Use Regulation--Nursing Home	BZC Art. 51, Table A Conditional	Proposed Development PDA Authorized use per Art. 51-39(4) and Art. 51-38(1)
Min. Lot Size	None (Art. 51) (Table H)	(N/A) 130,634′ (2.998 acres)
Min. Lot Width	None (Art. 51) (Table H)	460′
Min. Lot Frontage	None (Art. 51) (Table H)	460′
Yards		
Front	20′ (Art. 51) (Table H)	30′
Side	None (Art. 51) (Table H)	90′-0"
Rear	None (Art. 51) (Table H)	41′-0"
FAR	.5 (Art. 51) (Table H) 65,302.5′	.42 FAR 55,149′
Bld. Height	45′ (Art. 51) (Table H)	35′
Stories	None (Art. 51) (Table H)	3
Max. Lot Coverage	None (Art. 51) (Table H)	N/A (±16%)
Min. Open Space	None (Art. 51) (Table H)	N/A (±34%)

Parking & Loading Facilities	Determined In Art. 31 Review per Art.51-49	Parking - 70 Spaces Loading Bays 2
Signs	11-2(b) 20 sq. ft.	20 sq. ft.

19. Environmental Review: Anticipated permits required from other local, state, and federal entities: Note: Application for each permit listed below may be filed unless further analysis indicate that such permit is not required.

A. Site plan and Development review pursuant to Article 51 and Article 31 of the Boston Zoning Code.

B. Department of Public Health (Determination of Need) office has issued exemption from Certificate of Need. DON #4-6012 and DON #4-6014.

C. Environmental Notification Form has been filed with the Massachusetts Executive Office of Environmental Affairs and an initial determination not requiring an Environmental Impact Report has been issued by the Secretary. A Notice of Project Change letter was filed with the Executive Office of Environmental Affairs on August 13, 1992, stating that there will be 70 parking spaces, and not 90, as was specified in the Company's original ENF. Pursuant to Article 51-13 Site Plan Review and Article 31 and Article 51 Development Review with the Boston Redevelopment Authority it was determined that 90 parking spaces are not necessary, and their reduction will preserve more open space on the site.

D. Department of Environmental Quality Engineering

Division of Water Pollution Control
Sewer Connection Permit if project generates more than 2,000 gallons per day of waste

E. Massachusetts Water Resources Authority
Exemption possible from obtaining Industrial User Permit

Joint direct connection permit or sewer extension

permit

F. Boston Water and Sewer Commission
Water and Sewer Connection Permit

G. Boston Public Works Department - Permits Division
Permits for Temporary Occupancy, Removal, and Replacement of Sidewalks, Street Openings and Curb Cuts

H. Boston Transportation Department
Traffic Access Plan
Construction Management Plan
Note: part of Article 31 review

I. Inspectional Services Department
Building Permit

20. Land Use: Please refer to Paragraph 7 above.

21. Scheduling: The CHC IV wishes to commence construction of the Project as soon as possible. The estimated time to complete construction, once commenced, is 12 to 16 months.

22. Legal Information: The development entity and owner of the land is Continental Healthcare IV Limited Partnership.

a. Continental Healthcare IV L.P. ownership structure is as follows:

Continental Health Care, Inc.:
General partner: 1%

Gerald Schuster:
Limited Partner: 84%

Scott Schuster:
Limited Partner: 15%

The operator of the facility and lessee of the real estate will be Wingate at Brighton, Inc., a Mass. corporation.

b. Description of any legal judgements or actions pending concerning the project:

- none

c. History of tax arrears on property owned in Boston by developer and owner:

- none

d. Legal description of the parcel to be developed and evidence of site control:

- the site is presently owned by the Congregation of the Sisters of St. Joseph, a tax-exempt, non-profit religious organization.

- Continental Health Care has entered into a purchase and sale agreement with the Congregation of the Sisters of St. Joseph to purchase the property. The property is shown with metes and bounds on the attached Surveyor's Plan, **Exhibit 1, page 2**, prepared by R.E. Cameron & Associates, registered surveyors.

23. Community and abutter support: As a result of numerous neighborhood public meetings, Continental Healthcare has been able to demonstrate a substantial level of community support for the proposed project, particularly from immediate abutters of the PDA. Please see Exhibit 3 for a listing of all public meetings held to date, and for a description of those suppporting the proposed project.

24. Public Benefits:

a. Property Tax Increase:

The property is presently owned by a tax-exempt institution and yields no real estate tax revenues to the City of Boston. Our present estimates indicate that the proposed Wingate at Brighton, a for-profit entity, may yield tax revenues in excess of $100,000 per year to the City of Boston.

b. Long Term Care:

Possibly the greatest benefit to the community will be the presence in the neighborhood of a new, state-of-the-art, long-term care facility. Although the Allston/Brighton community has several existing nursing homes, they are all older facilities serving primarily intermediate and rest home level patients or special populations including head injured and ventilator dependent patients. As the population continues to age, the need for skilled nursing beds is becoming increasingly important. Communities in which new long-term care facilities are developed will enjoy the benefits of nursing services in their community. This avoids the need for family, relatives, and friends to travel long distances to visit residents, and will enable residents to

maintain strong ties within their community.

Long-term care facilities are prohibited from discriminating in their admission policies. However, it is the common experience in Massachusetts that most nursing homes are community-based and that a substantial portion of their residents come from the immediately surrounding community. Also many residents, if not from the immediate area, will be related to Allston Brighton residents. Seventy percent (70%) of the beds, pursuant to Department of Health Regulations, will be devoted to Medicaid patients.

c. Neighborhood stabilization:

The use of this site as a nursing home will help define North Beacon Street as the edge of a residential area. North Beacon Street's usage identity is undefined due to the mix and variety of residential, commercial, retail, wholesale, and industrial presently located on the street. The addition of a nursing home, which is primarily a residential use, will reinforce the residential single and multifamily character of the south side of the street, and clarify the separation of the residential from the commercial uses.

d. Security

The site has been abused for many years by outsiders to the detriment of the Sisters of St. Joseph and of the immediate abutters. Complaints about unauthorized and unpleasant activities on the site have been numerous and frequent. The 24-hour presence of Wingate at Brighton and the monitored fencing of the site should alleviate this ongoing neighborhood problem.

e. Employment Benefits, Please see Part 11, above.

f. Community Participatory Process

Continental Healthcare will initiate and maintain a dialogue with members of the community. It will solicit their feedback both during and after construction of the proposed project, and during the operation of the facility.

g. Conservation Restriction

A specific conservation restriction will be granted

by Continental Healthcare to the Boston Redevelopment Authority so that the area fronting on North Beacon Street from and including the "tree allee" to the western property line may be maintained as landscaped open space.

h. Neighborhood Beautification

The applicant will provide twenty-four (24) street trees at locations to be chosen by the Boston Redevelopment Authority.

i. Neighborhood Scholarship Programs

The applicant will provide scholarships to Allston-Brighton students. Please see **Exhibit 4.**

25. Other conditions: As part of the public participatory process, the applicant has agreed to certain conditions covering a conservation restriction, neighborhood beautification, marketing of facilities for Allston-Brighton residents, Scholarship program for Allston-Brighton students, a project community task force, reasonable efforts for employment of Boston and Allston-Brighton residents. Please see **Exhibit 4.**

hdevel.hjc

LIST OF EXHIBITS

Exhibit 1 - Description of PDA By Metes & Bounds and Topographic Site Plan

Exhibit 2 - Site Plan and Elevations

Exhibit 3 - Community Support and Public Meetings Held

Exhibit 4 - Agreed Conditions

EXHIBIT 1

Description of PDA

The proposed PDA, as shown on the "Topographic Site Plan - North Beacon Street" prepared by R.E. Cameron & Associates, Inc. and dated January 31, 1992, will encompass the following parcel of land on the North Beacon Street side of the property at 637 Cambridge Street, Boston, Suffolk County, Massachusetts known as 100 North Beacon Street:

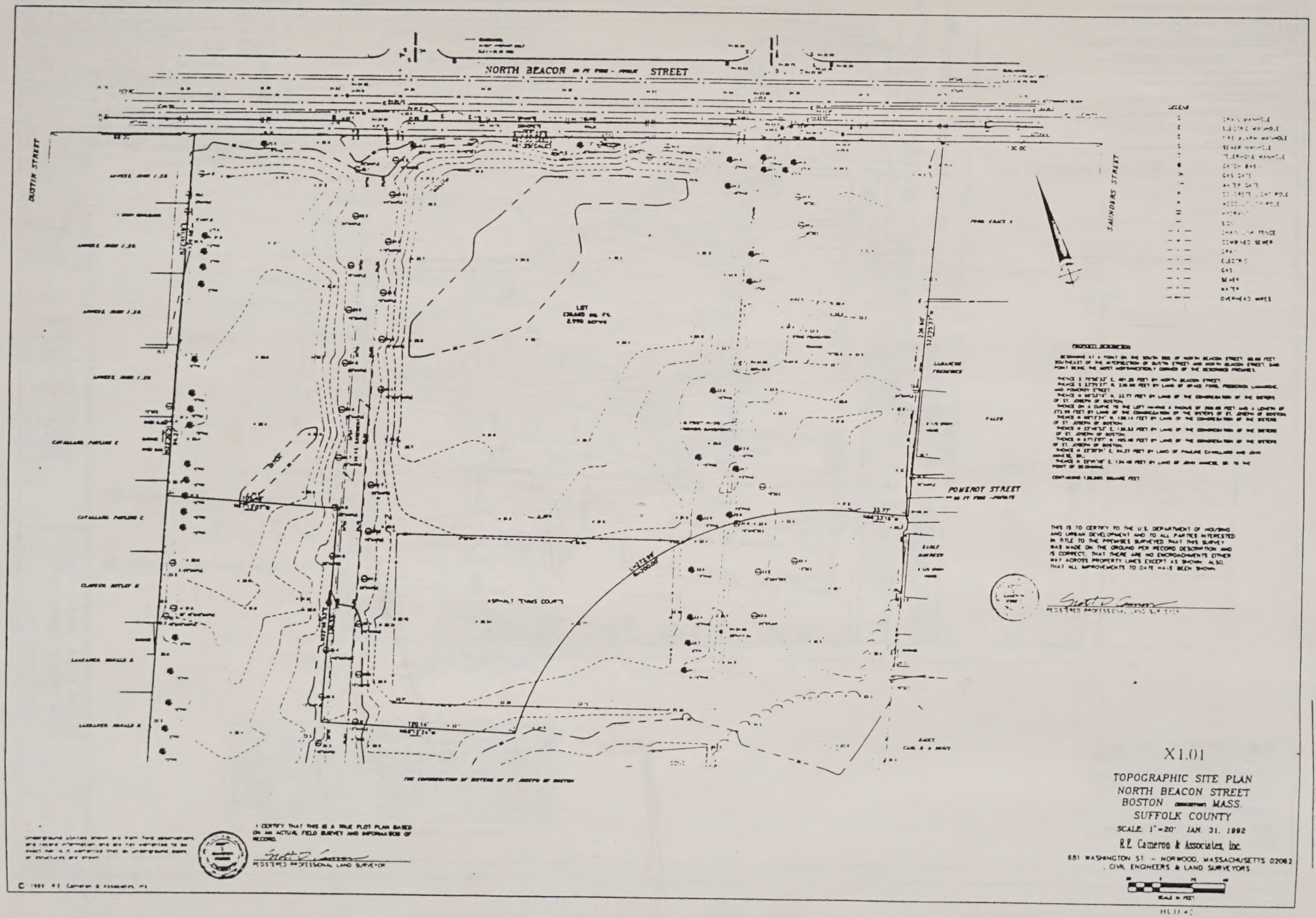
Beginning at a point at the Northeasterly corner of North Beacon Street and that portion of the land that is 130 feet from Saunders Street:

Then southerly 236.60 feet; then curving southwesterly 306.76 feet and then continuing westerly 120.14 feet;

Then, continuing northerly 136.53 feet, westerly 105.48 feet, and then northerly 228.75 feet north to the southerly side of North Beacon Street;

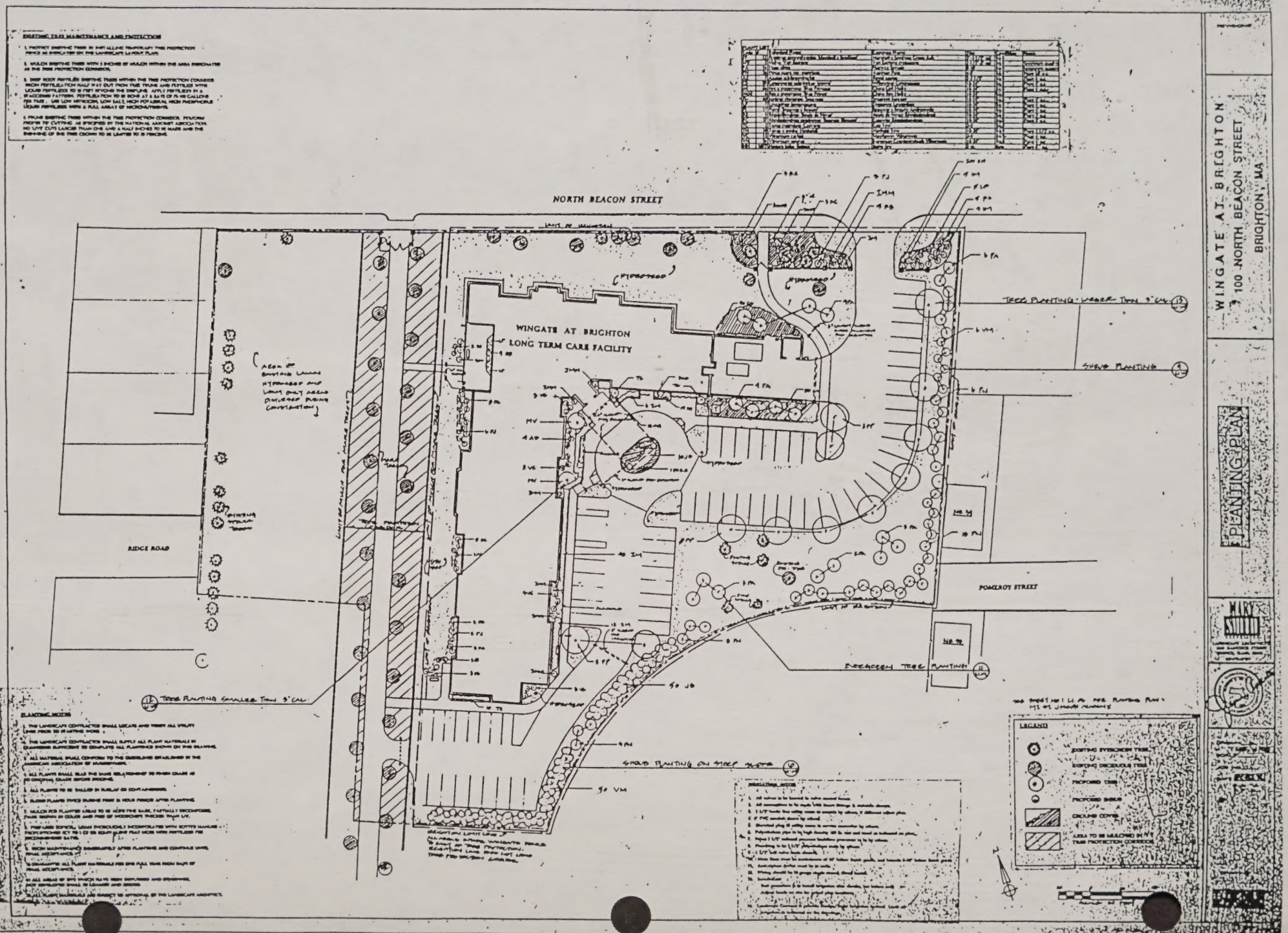
Then, easterly along the southerly side of North Beacon Street 461.25 feet to the point of beginning.

hreal.des



EXIBIT 1, PAGE 2

EXHIBIT 2


NORTH BEACON STREET
WINGATE AT BRIGHTON
LONG TERM CARE FACILITY
RIDGE ROAD
POMEROY STREET
TREE PLANTING SMALLER THAN 3" CAL.
SHRUB PLANTING
EVERGREEN TREE PLANTING
GROUND PLANTING ON SLOPE ABOVE
50 JU
50 VM
LEGEND
EXISTING EVERGREEN TREE
EXISTING DECIDUOUS TREE
PROPOSED TREE
PROPOSED SHRUB
GROUND COVER
AREA TO BE MULCHED IN N.T.S.
TREE PROTECTION CORRIDOR
WINGATE AT BRIGHTON
100 NORTH BEACON STREET
BRIGHTON, MA
PLANTING PLAN

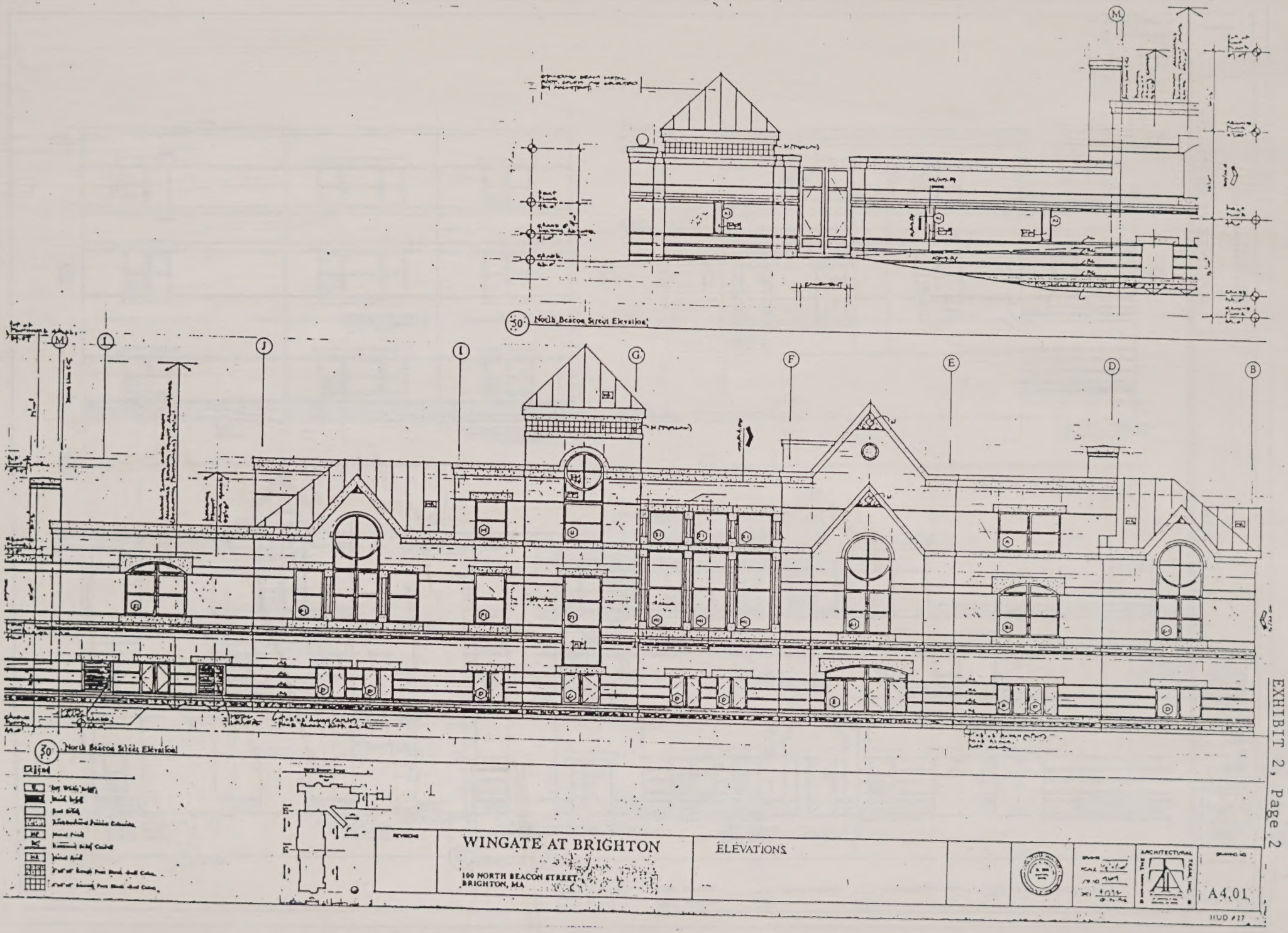


EXHIBIT 2, Page 2

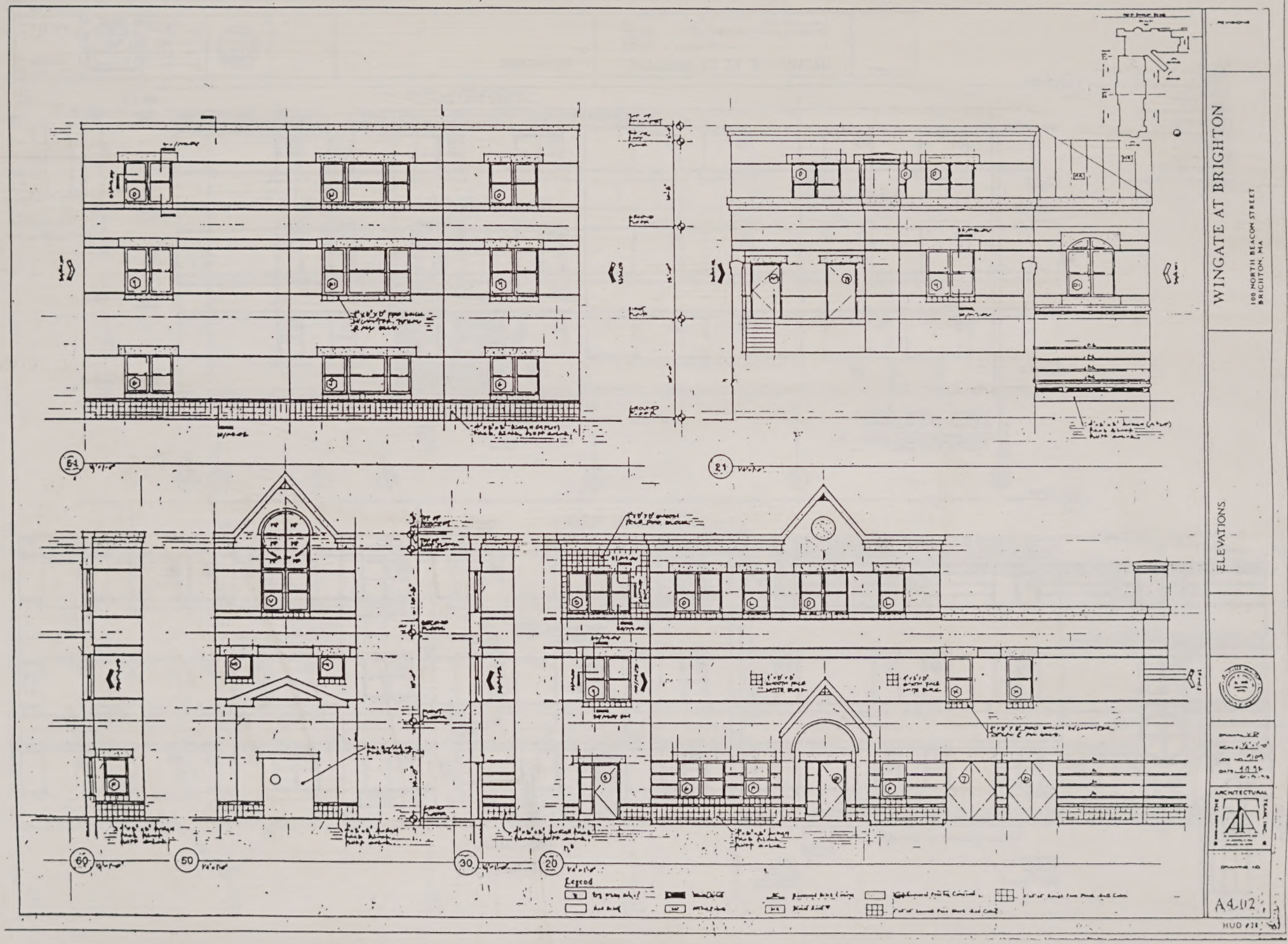
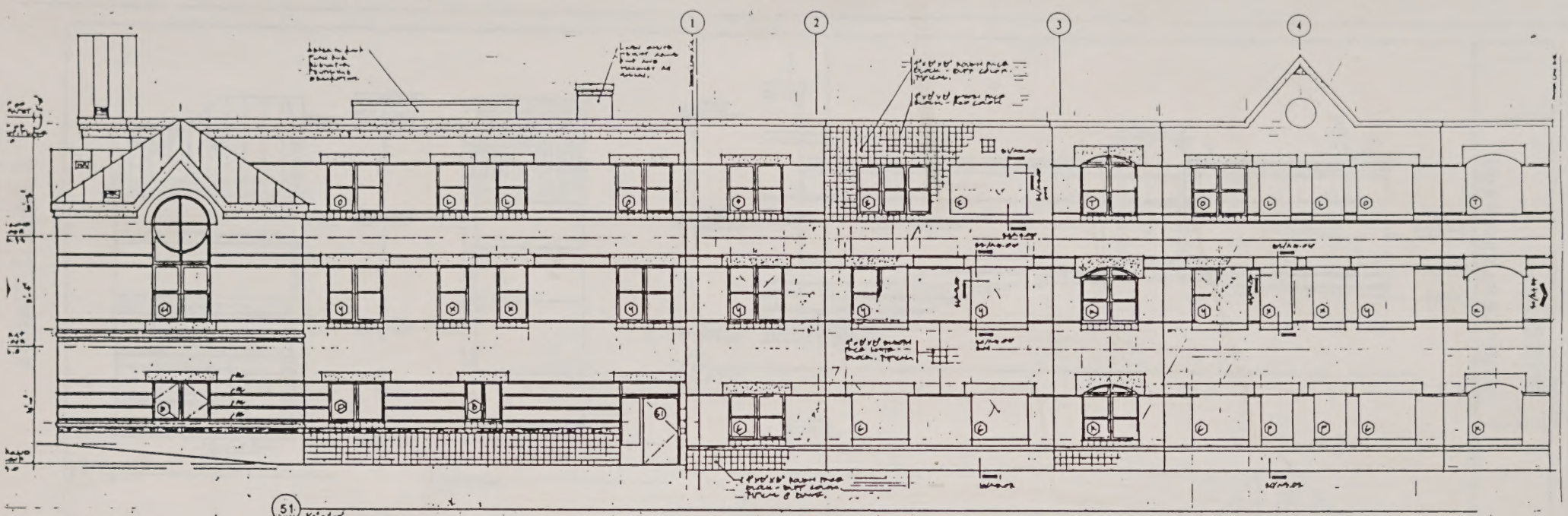
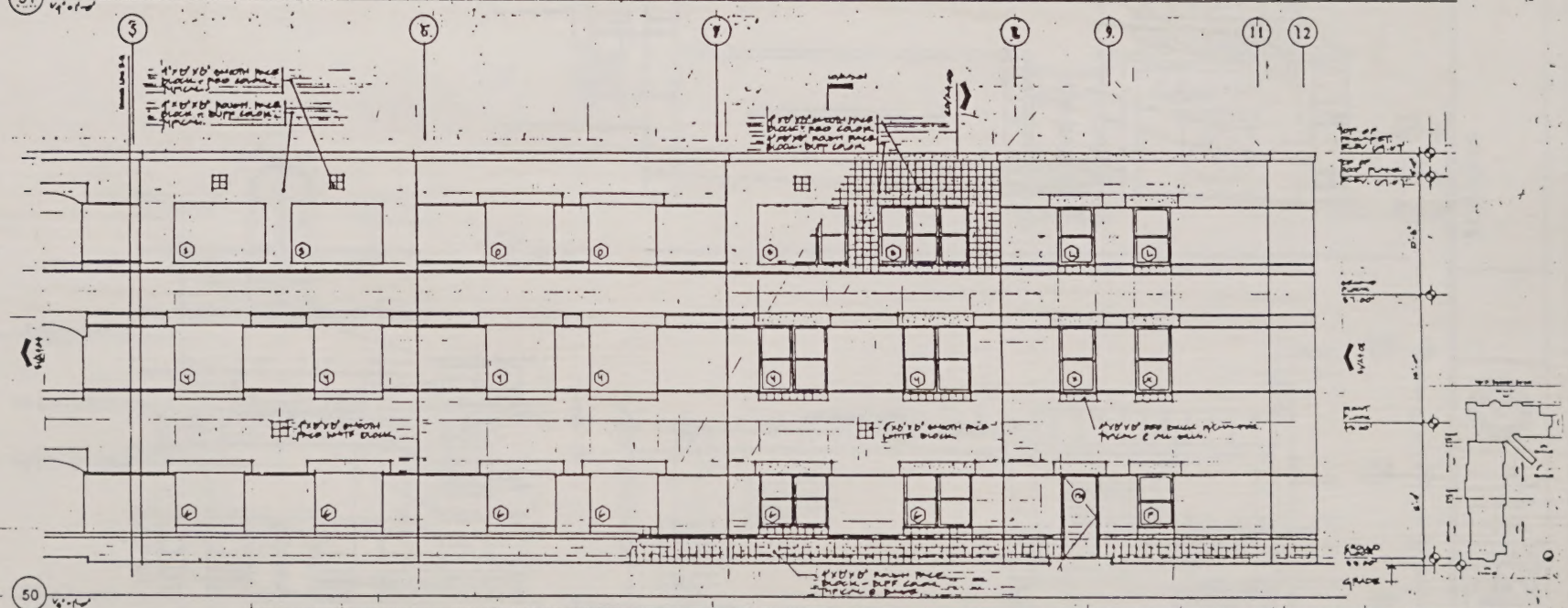


EXHIBIT 2, Page 3





Legend

WINGATE AT BRIGHTON

100 NORTH BEACON STREET
BRIGHTON, MA

ELEVATIONS

ARCHITECTURAL TEAM

A4.04

HUD #

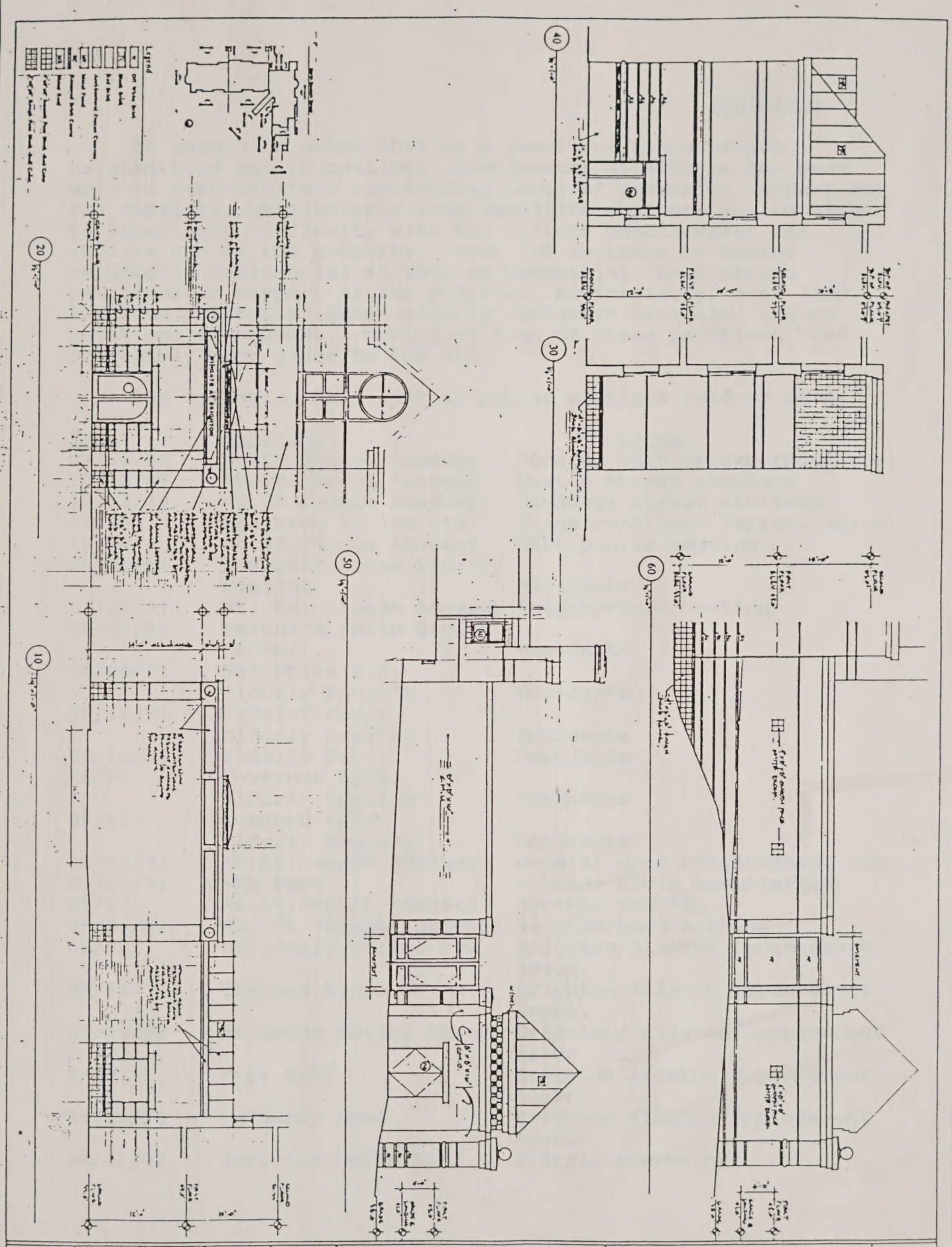

ELEVATIONS
WINGATE AT BRIGHTON
100 NORTH BEACON STREET
BRIGHTON, MA
A4.05

EXHIBIT 3

It should be noted that as a result of the numerous neighborhood public meetings, Continental HealthCare has been able to demonstrate a substantial level of community support for the facility, particularly from immediate abutters who continue to experience difficulty with the current unauthorized and abusive use of the property. Over 160 abutters or nearby neighbors, residential as well as commercial, have signed petitions in support of the project. Additionally, over 1300 numerous Allston/Brighton elderly residents have also signed petitions of support. Copies of some of these petitions have previously been given to the BRA.

The following is a list of public meetings held to date:

Date	Location	Group
09/26/89	Mt.St.Joseph Academy	General open neighborhood mtg.
12/12/89	Mt.St.Joseph Academy	Dustin Street abutters
12/13/89	Mt.St.Joseph Academy	Saunders Street abutters
04/90	Brighton Police Sta.	Brighton/Allst. Improv. Assoc.
12/90	Mt.St.Joseph Academy	MEPA public meeting
05/22/91	McNamara House Elderly Housing	Residents
05/23/91	Mt. St. Joseph Academy	Neighborhood meeting
06/04/91	Veronica Smith Senior Center	Residents
06/06/91	Pat White Bld. Elderly Housing	Residents
06/12/91	Camelot Court Elderly Housing	Residents
06/14/91	Fidelis Way	Residents
06/91	Governor apts. Elderly Housing	Residents
06/91	Comaneu Apts. Elderly Housing	Residents
06/24/91	Mt.St.Joseph Academy	General open neighborhood mtg.
07/16/91	VFW Post	Allston Civic Association
01/92	Mt.St.Joseph Academy	Abutter meeting
05/05/92	Mt. St.Joseph Academy	Neighborhood meeting
06/92	Bri./Alls.Police Sta.	Brighton/Allston Improvement Assoc.
07/92	Theresa Hines	Brighton Allston Improvement Assoc.
07/29/92	Brighton police Statn.	Brighton/ Allston Improvement Assoc
8/92	City Hall	Brighton Allston Improvement Assoc.
08/04/92	Hatherly Road	Brighton Allston Improvement Assoc.
08/05/92	Veronica Smith Sen.	Elderly community

Most of the above meetings were voluntarily initiated by Continental Health Care in accordance with its ongoing efforts to maintain a dialogue with the community.

WINGATE AT BRIGHTON

PROPOSED CONDITIONS OF APPROVAL

1. Open Space/Conservation Protection Area

The applicant agrees to grant a conservation restriction pursuant to M.G.L. c. 184 sections 31 through 33 to the Boston Redevelopment Authority to prevent the construction of any future buildings or structures excepting structures devoted to recreational uses or excepting drainage, utility, or emergency access uses. The specific area and specific terms of the restriction and uses allowed within the area shall be approved by the Director of the Boston Redevelopment Authority but generally will encompass the area outlined in the attached exhibit A.

2. Neighborhood Improvements

The applicant agrees to supply and plant a total of 24 street trees at locations in Allston/Brighton chosen by the Boston Redevelopment Authority. The Boston Redevelopment Authority shall be responsible to secure any municipal permits required to plant these trees.

3. Marketing of Facility For Allston/Brighton Residents

The Applicant will solicit patients for the facility by targeting Allston/Brighton residents. This outreach shall include efforts with hospitals and their discharge planners to encourage them to refer Allston-Brighton residents to the facility, in addition to marketing the facility to existing elderly housing developments and community-based senior service

centers in order to encourage utilization by Allston/Brighton residents.

4. Scholarship Program For Allston/Brighton Students

The applicant will create a scholarship program to assist Allston/Brighton residents in pursuing a career in the field of health care as follows:

1) During the first year of operation, the applicant will offer financial assistance up to five Allston/Brighton residents to cover the cost of Certified Nurse Aide (CNA) Training Program and assist them in preparing for the state examination. Subject to passing the CNA state examination, Wingate at Brighton will offer the five recipients positions as Nurses Assistants in the facility.

2) The applicant shall also offer a scholarship program to an Allston/Brighton resident who has been accepted into a nursing program to prepare themselves for licensure as a Licensed Practical Nurse (LPN). Wingate at Brighton will provide to the student up to 50% of tuition and book cost per academic year, up to $1,000 annually. This scholarship is conditioned on the student being a current employee, full or part-time, of the applicant, remaining a student in good standing and displaying a commitment to work for the applicant as an LPN for two years. Once the student has successfully completed his or her training and has successfully passed the relevant state licensure exams, the student will be offered a staff position with the applicant. This scholarship shall be renewed and awarded to subsequent

students as each recipient completes his or her educational program.

5. Project Task Force

A Community Project Task Force representing the entire community and abutters shall be established by the Boston Redevelopment Authority. The Task Force shall be chaired by one of the abutters and will meet as necessary with the applicant to discuss issues during the construction period and community concerns regarding the operation of the nursing facility after construction.

The Community Task Force shall consist of seven persons. Three persons shall be chosen from three different Allston/Brighton Civic Associations. Three persons shall be chosen from abutters to the Nursing Home and/or abutters to the Sisters of St. Joseph's property. One person shall be chosen from the Congregation of the Sisters of St. Joseph and one person shall be from the Applicant.

6. EMPLOYMENT OPPORTUNITIES

A. Construction Employment

The Applicant shall undertake reasonable efforts to hire Boston and Allston/Brighton residents for construction employment. The applicant shall also request the general contractor and subcontractors to make reasonable efforts to hire Boston and Allston/Brighton residents. The applicant, upon request, shall report the results to the community project task

force.

B. Permanent Employee Recruitment Plan

The applicant shall undertake reasonable efforts for recruitment of Allston/Brighton residents for permanent employment for all wage and salary levels of employment. The applicant will coordinate with Allston/Brighton job placement programs. The applicant shall also do the following:

1) At the commencement of construction, a sign will be placed at the site identifying the phone number to call for information about jobs and placement in the facility.

2) A recruitment office will be set up in Brighton approximately 70 days before the completion of the project. Announcements that the office is open will be made via the local papers and community bulletin boards.

3) Help Wanted advertising will be placed in local papers and newsletters two weeks prior to ads being placed in newspapers outside of the local area. Publications such as the Allston Brighton Journal, the Tab, and local church bulletins will be used. Should certain positions not be filled by local efforts, these positions will be advertised elsewhere.

4) Recruitment staff will speak at local high schools regarding part-time positions available after school. A volunteer program will also be established to give students and community residents an opportunity to work in and learn more about Wingate at Brighton and the care of its residents before

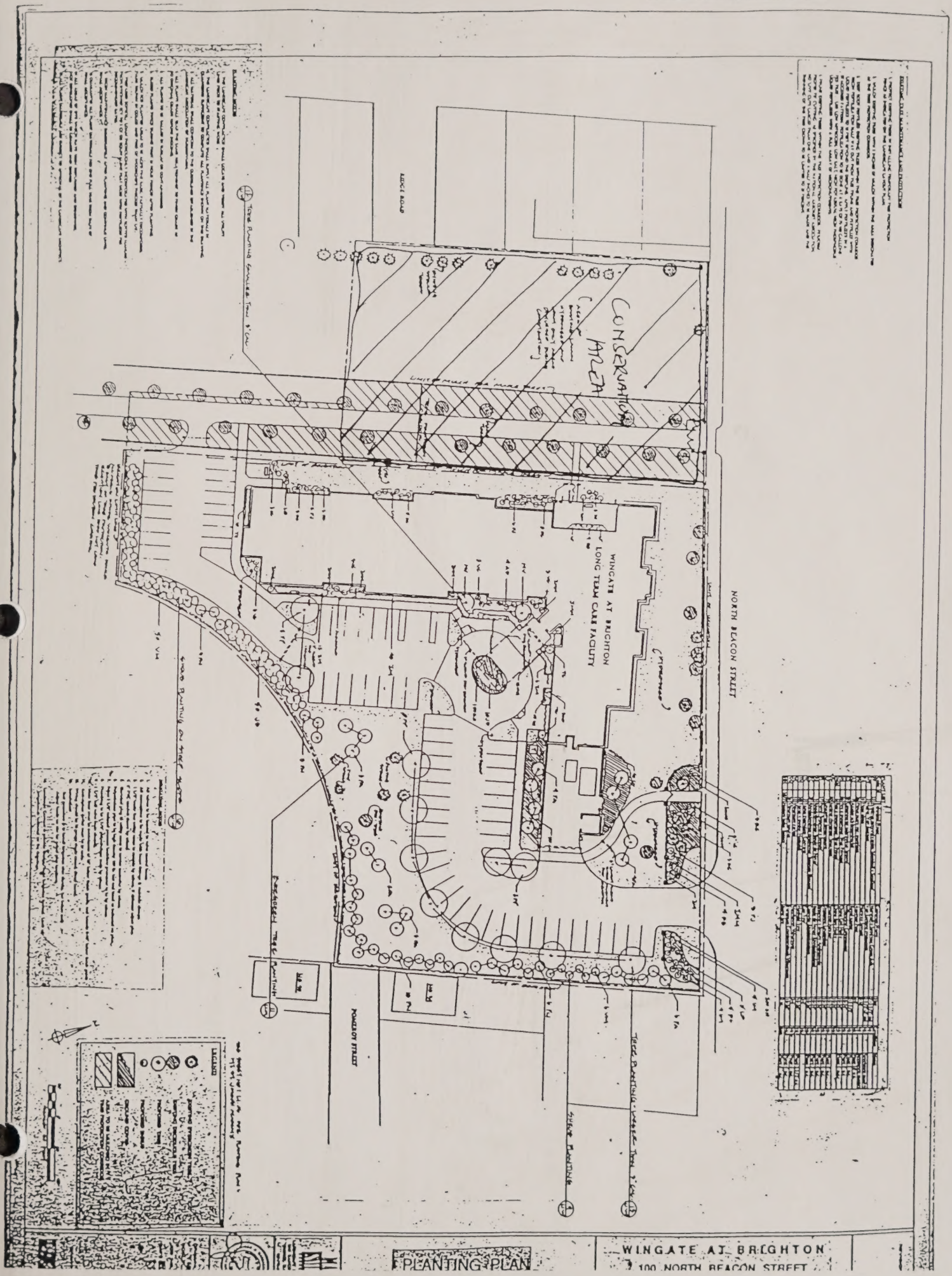
seeking employment in the facility.

5) Wingate at Brighton staff will contact the City of Boston's Office of Jobs and Community Service to identify local residents interested in employment in the facility.

6) Upon request of the Boston Redevelopment Authority, the Applicant shall provide written confirmation of efforts to promote job opportunities to residents of Allston/Brighton and shall appoint a person to ensure compliance.

wab.1

EXHIBIT A


CONSERVATION AREA
WINGATE AT BRIGHTON
LONG TERM CARE FACILITY
NORTH BEACON STREET
PLANTING PLAN
WINGATE AT BRIGHTON
100 NORTH BEACON STREET

Section 6

Letters and Petitions of Support for Proposed Project

The Commonwealth of Massachusetts

HOUSE OF REPRESENTATIVES
STATE HOUSE, BOSTON 02133

SUSAN M. TRACY
REPRESENTATIVE
19TH SUFFOLK DISTRICT

STATE HOUSE
ROOM 33
TEL. (617) 722-2060

Committees on
Commerce and Labor
Election Laws
Counties
Personnel and Administration

LEGISLATIVE ASSISTANT
LAUREN M. ERAMO

August 18, 1992

Theodore Chandler
Acting Director
Boston Redevelopment Authority
One City Hall Square
Boston, MA 02201

Dear Mr. Chandler:

I am writing in support of the Continental Wingate Company's proposal to build a nursing home facility on North Beacon Street.

This project will help the Sisters of Mount St. Joseph who are experiencing difficult financial times. A shrinking religious community and an aging population has left the sisters with limited resources and the need to better serve this changing population. The above proposal will allow the Sisters to take advantage of their only asset, their land, to ensure that they will be able to maintain their independence and meet their modest needs.

Throughout the lengthy process, Continental Wingate has made every effort to solicit and address neighborhood concerns and needs through numerous community meetings. In addition, the Company has designed a building which conforms very well to the neighborhood. The plan also incorporates security in the open area surrounding the building in order to address a past neighborhood problem of after dark drinking and related concerns.

I hope you will act favorably upon the Continental Wingate proposal. If I can be of any further assistance please let me know.

Sincerely,

Susan M. Tracy

Susan M. Tracy

WINGATE AT BRIGHTON

Petitions of Support Received

Group	# of Signatures
Mother House of Sisters of St. Joseph	97
Abutters and Neighbors of the Congregation	162
Camelot Court Apartments	10
Governor Apartments	21
Fidelis Way	11
Comaven Housing	18
Veronica Smith Senior Center	7
Pat White Building	51
Ledgemere Seniors	23
SUBTOTOTAL	400
Commercial Abutters	8
TOTAL	408

Over 1,000 **ALLSTON/BRIGHTON RESIDENTS** over 60 years of age (25% response) responded to an informational mailing about the project by taking the trouble to fill out, sign, and mail postcards in support of the project (see attached sample).

1368C/pmc

CONGREGATION OF THE SISTERS OF ST. JOSEPH OF BOSTON

PETITION

TO: City of Boston

RE: Proposed 123 Bed Nursing Home At The North Beacon Street Side of The Sisters of St. Joseph Property

FROM: Mother House of Sisters of St. Joseph
637 Cambridge Street
Brighton, MA 02135

We the undersigned express our support for a zoning classification of the Sisters of Saint Joseph's property on North Beacon Street that would allow its use as a nursing home, subject to the conditional approval of the City of Boston and to full public review.

NAME	ADDRESS
Dorothy A. Doyle	637 Cambridge St Brighton
Dr Anne E. Keany	637 Cambridge St Brighton
Margaret L. Tierney	637 Cambridge St. Brighton
Irene B. Murray	637 Cambridge St. Brighton
Martha Milligan	637 Cambridge St Brighton
Eileen G. Rodley	637 Cambridge St Brighton
Janice Mangiere	637 Cambridge St Brighton
Mary D. Foley	637 Cambridge St. Brighton
Elin McDonald	637 Cambridge St. Brighton
Margaret M. Mitchell	637 Cambridge St. Brighton
Mary Galvin	637 Cambridge St Brighton
Jeanne Hanley	637 Cambridge St. Brighton
Celine M. LeBlanc	637 Cambridge St. Brighton
Ann R. Lloyd	637 Cambridge St Brighton
Ann Galvin	637 Cambridge St. Brighton
Rosemary Michalske	637 Cambridge St. Brighton
Gertrude Freier	637 Cambridge St Brighton
[illegible]	637 Cambridge St Brighton

CONGREGATION OF THE SISTERS OF ST. JOSEPH OF BOSTON

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NAME	ADDRESS
Mary J. Conway	637 Cambridge St, Brighton
Mary B. Fitzgerald	637 Cambridge St Brighton
Lucille M. Hartney	637 Cambridge St, Brighton
Anne E. Sullivan	637 Cambridge St. Brighton
Eileen Dwyer	637 Cambridge St. Bri
Ann G. Murray	637 Cambridge St Brighton
Lois M. Connor	637 Cambridge St. Brighton
Barbara R. Fattarali	637 Cambridge St - Brighte
Anna M. Drew	637 Cambridge St. Brighton
Sophie E. Lisk	637 Cambridge St. Brighton
Margaret Callahan	637 Cambridge St. Bri
[illegible] Henderson	40 SAUNDERS ST. ALLSTON
Mary Ann Corrigan	637 Cambridge St. Brighton
Genevieve Fiel	637 Cambridge St Brighton
Dorothy Nelson	637 Cambridge St. Brighton
Mary D. P. Daly	637 Cambridge St Brighton
Helen Gleason	637 Cambridge St. Bri Ma
[illegible]	637 [illegible]

CONGREGATION OF THE SISTERS OF ST. JOSEPH OF BOSTON

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Brighton, MA 02135

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NAME	ADDRESS
Ann T. McNeil	637 Cambridge St. Brighton, MA
Elizabeth H. Downing	637 Cambridge St, Brighton
Gail J. Donahue	637 Cambridge St. Brighton
Margaret F. Sullivan	637 Cambridge St Brighton
Estelle M. Conway	637 Cambridge St Brighton
Margaret M. Buckley	637 Cambridge St. Brighton
Dorothy McCarthy	637 Cambridge St Brighton
Rosita Mann	637 Cambridge St, Brighton
Mary Louise Mann	637 Cambridge St Brighton
Anne C. Kirkham	637 Cambridge St Brighton, MA
Dorothy McKenzie	637 Cambridge St. Brighton, MA
Mary C. McGilvray	637 Cambridge St. Brighton
Roberta Marie Brown	637 Cambridge St. Brighton
Catherine M. Dolan	637 Cambridge St. Brighton
Mary A. Allen	637 Cambridge St Brighton
Celia H. Mahoney	637 Cambridge St. Brighton
Elaine Collins	637 Cambridge St. Brighton

CONGREGATION OF THE SISTERS OF ST. JOSEPH OF BOSTON

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Brighton, MA 02135

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NAME	ADDRESS
Anna M. Kelly	637 Cambridge St. Brighton
[illegible]	637 " " "
Carol Winternmyer	" " " "
[illegible] Sullivan	637 Cambridge St Bri
Winifred T. Egan	637 Cambridge St Brighton
Florence Kaller	637 Cambridge St Brighton
[illegible]	637 Cambridge St Brighton
Claire P. Swanson	637 Cambridge St Brighton MA
Diane C. McCann	637 Cambridge St Brighton
Margaret Banfield	637 Cambridge St. Brighton
Helen M. Fitzgerald	637 Cambridge St. Brighton
Mary F Downes	637 Cambridge St. Brighton
Rita T. Harrigan	637 Cambridge St. Brighton
Catherine Foley	637 Cambridge St. Brighton
Catherine P. Dwyer	637 Cambridge St. Brighton
Catherine A. Hogan	637 Cambridge St Brighton
M. Rose O'Brien	637 Cambridge St. Brighton

CONGREGATION OF THE SISTERS OF ST. JOSEPH OF BOSTON

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Brighton, MA 02135

We the undersigned express our support for a zoning classification of the Sisters of Saint Joseph's property on North Beacon Street that would allow its use as a nursing home, subject to the conditional approval of the City of Boston and to full public review.

NAME	ADDRESS
Helen M. McLeron	637 Cambridge St Brighton
Gonzalo Falla	637 Cambridge St. Brighton
Margaret Sheehan	637 Cambridge St. Brighton
Mary A. Delaney	" " " "
Julia B. Kelleher	637 Cambridge St. Brighton
Patricia E. Corbery	637 Cambridge St. Brighton
Margaret E. McGuire	637 Cambridge St. Brighton
Mary T. McCormack	637 Cambridge St Brighton
Veronica Ford	637 Cambridge St. Brighton
Mary T. O'Brien	637 Cambridge St. Brighton
Gertrude L. Keavy	637 Cambridge St
Margaret Lester	637 Cambridge St
Helen E. Hartford	637 Cambridge St. Brighton
Anne F. Sullivan	637 Cambridge St. Brighton
Bernard Duffy	637 Cambridge St. Brighton
Helen A. McGonagle	637 Cambridge St. Brighton
Mary C. Eichorn	637 Cambridge St. Brighton
Teresa Devinera	637 Cambridge St. Brighton

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Brighton, MA 02135

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NAME	ADDRESS
Margaret Goss	637 Cambridge St Brighton
Elizabeth M King	637 Cambridge St. Brighton
[illegible] Harvey	637 Cambridge St, Brighton
Marie Mc Mahon	637 Cambridge St Brighton
Laura Santosca	637 Cambridge St, Brighton
Alberta Kerrigan	637 Cambridge Street, Brighton

CONGREGATION OF THE SISTERS OF ST. JOSEPH OF BOSTON

PETITION

TO: City of Boston

RE: Proposed 123 Bed Nursing Home At The North Beacon Street Side of The Sisters of St. Joseph Property

FROM: Abutters and Neighbors of the Congregation of the Sisters of St. Joseph.

We the undersigned express our support for a zoning classification of the Sisters of Saint Joseph's property on North Beacon Street that would allow its use as a nursing home, subject to the conditional approval of the City of Boston and to full public review.

NAME	ADDRESS
David Wong	49 Saunders St.
Edward Irwin	58 Saunders St.
Arthur Lundberg	38 Pomeroy st allston.
Carol Mae Hytye	45 Saunders ST Allston
Susan Chen	3 Barston St. Allston
Rev John H. Culey	667 Cambridge St, Brighton
Mary Culey	667 Cambridge St Brighton
C. C. Papalas	4 Barston St Allston
Dorothea Anthony	18 Pomeroy St Allston
Gaston P. de Carly	12 Pomeroy st Allston
Claire Hunt	34 Saunders St Allston
Delia Hunt	34 Saunders St Allston

CONGREGATION OF THE SISTERS OF ST. JOSEPH OF BOSTON

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NAME	ADDRESS
Dorothy H. Clancy	109 Dustin St. BRIGHTON
[illegible] O'Halloran	112 Dustin St Brighton
Theresa O'Halloran	112 Dustin St Brighton
James M O'Halloran	112 Dustin St Brighton
Kathleen V. Sorge	110 Dustin St Brighton
Cindy O'Halloran	110 Dustin St BRIGHTON
James E. O'Halloran	110 Dustin St. Brighton
Harold Lasserman	99 Dustin St Brighton
Virginia Pryzina	81 Dustin St. Brighton
Hanna M. Cray	58 Dustin St. Brighton
Julia F. Breslin	58 Dustin St. Brighton
Francis C. Geore	51 DUSTIN ST. BRIGHTON
Michael P. Gallahan	45 Dustin St. Brighton
[illegible] Long	21 DUSTIN ST BRIGHTON
Jacqueline B. Sullivan	30 Dustin St Brighton
Deborah A Bud	46 Dustin St Brighton
Maureen B. McCarron	46 Dustin St. Brighton
Grace E. Cunlan	[illegible]

CONGREGATION OF THE SISTERS OF ST. JOSEPH OF BOSTON

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NAME	ADDRESS
[illegible]	24 Dustin Street Brighton
[illegible]	94 Dustin St Brighton
[illegible]	99 Dustin St. Brighton
[illegible]	106 Dustin St Brighton
[illegible]	106 Dustin St. Brighton
Robert W Smith	70 Dustin St Brighton
Phyllis H. Smith	70 Dustin St., Brighton
[illegible]	51 SAUNDERS ST. ALLSTON
Pat Bakirian	47 Saunders St Allston
Elaine Hanagan	2 Burston St Allston
Rita M. Donovan	35 Saunders St. Allston
[illegible]	16 Saunders St, Allston
[illegible]	16 Saunders St, Allston
[illegible]	14 SAUNDERS ST
[illegible]	10 Saunders St.
[illegible]	15 SAUNDERS ST
Mary C. Steinhaus	14 Dustin St., Brighton, Mass

CONGREGATION OF THE SISTERS OF ST. JOSEPH OF BOSTON

PETITION

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NAME	ADDRESS
[illegible]	34 DUSTIN ST
[illegible]	31 Dustin St.
Barbara A. Banks	34 Dustin St
Paul X Flaherty	39 Dustin
Carol C. Flaherty	39 Dustin
Marcia C. Flaherty	39 Dustin Street
Christopher Small	42 DUSTIN ST
Carol [illegible]	42 Dustin St.
[illegible]	57 DUSTIN ST
Virginia M. Smith	70 Dustin St
Timothy D. Shipman	79 Dustin St.
Sharon Bulger	88 Dustin St Br
Catherine B Bulger	88 Dustin St Brin Mar
Alan J. Crowley	114 Dustin St, Brighton
Teresa Crowley	114 Dustin St. Brighton
Margaret White	55 Saunders St Allston
Maurice L. White	55 Saunders St., Allston
[illegible]	68 Saunders St Allston MA

CONGREGATION OF THE SISTERS OF ST. JOSEPH OF BOSTON

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NAME	ADDRESS
Catherine Dell'Elce	93 Dustin St. Brighton, Mass.
Flora B. Dell'Elce	93 Dustin St. Brighton, Mass
Rose M Dell'Elce	93 Dustin St Brighton Mass
Maud A. Olivier	111 Saybrook St. Brighton, Mass 021
Jacqueline E. Marcia	6 Boston St Auburn MA. 02134
Winifred Joyce.	Joyce 66 Saunders St. 12
Priscilla E Cullen	44 Saunders St Allston Mass
Phyllis A. Cullen	44 Saunders St. Allston
Florence Gorman	44 Saunders St Allston 021
Virginia M. Prendergast	40 Saunders St. Allston
Margaret LaPlant	62 Saunders St. Alls
Harland La Plant	62 Saunders St Allst
Maureen Mercer	40 Pomeroy St. Allston
Eileen M. Farrell	82 Dustin St Brighton
Louise A. Farrell	82 Dustin St. Brighton
Mary G Cavallaro	111 Dustin St. Brighton
Pauline Cavallaro	111 Dustin St Brighton
[illegible] Cavallaro	111 Dustin St Brighton

CONGREGATION OF THE SISTERS OF ST. JOSEPH OF BOSTON

PETITION

TO: City of Boston

RE: Proposed 123 Bed Nursing Home At The North Beacon Street Side of The Sisters of St. Joseph Property

FROM: Abutters and Neighbors of the Congregation of the Sisters of St. Joseph.

We the undersigned have reviewed the plans of the Congregation of The Sisters of Saint Joseph to develop a 123 bed nursing home on their North Beacon Street land and have met with representatives of the project and wish to express our support for the building of this Nursing Home.

NAME	ADDRESS
Flora B Dell'Elce	93 Dustin St. Brighton mass 02135
Rose M Dell'Elce	93 Dustin St Brighton Ma 0213
Bonnie Dell'Elce	93 Dustin St. Brighton, Ma 0213.
Maud S. Olivier	111 Saybrook St. Brighton, Ma 0213
Kathleen Morgan	6 Barton St. Allston MA 02134
Winifred Joyce	66 Saunders St. Brighton
Phillip J Quillen	44 Saunders St. Allston Ma
Phyllis A Quillen	44 Saunders St., Allston
Florence Gorman	44 Saunders St. Allston 0213
Virginia M. Prendergast	46 Saunders St Allston
Margaret LaPlant	63 Saunders St. Allsto.
Edward A LaPlant	63 Saunders St. Allsto
Maureen Mercer	40 Pomeroy St. Allston Ma
Eileen M. Farrell	82 Dustin St Brighton, Ma.
Louise A. Farrell	82 Dustin St. Brighton
Pauline Cavallaro	111 Dustin St. Brighton
Mary Cavallaro	111 Dustin St Brighton
Lewis Cavallaro	111 Dustin St Brighton

CONGREGATION OF THE SISTERS OF ST. JOSEPH OF BOSTON

PETITION

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RE: Proposed 123 Bed Nursing Home At The North Beacon Street Side of The Sisters of St. Joseph Property

FROM: Abutters and Neighbors of the Congregation of the Sisters of St. Joseph.

We the undersigned have reviewed the plans of the Congregation of The Sisters of Saint Joseph to develop a 123 bed nursing home on their North Beacon Street land and have met with representatives of the project and wish to express our support for the building of this Nursing Home.

NAME	ADDRESS
[illegible]	109 Dustin St. Brighton.
[illegible]	112 Dustin St Brighton
[illegible]	112 Dustin St Brighton
James M O'Halloran	112 Dustin St Brighton
[illegible]	110 Dustin St Brighton
[illegible]	110 Dustin St Brighton
James E O'Halloran	110 Dustin St. Brighton
[illegible]	99 Dustin St Brighton
[illegible]	81 Dustin St. Brighton
[illegible]	58 Dustin St. Brighton
Julia T. Breen	58 Dustin St., Brighton
[illegible]	51 DUSTIN ST. BRIGHTON
[illegible]	45 Dustin St Brighton
[illegible]	21 DUSTIN ST BRIGHTON
Jacqueline B Sullivan	30 Dustin St. Brighton
MAUREEN B. McCann	46 Dustin St Brighton
[illegible]	46 Dustin St Brighton
[illegible]	60 Dustin St. Brighton

CONGREGATION OF THE SISTERS OF ST. JOSEPH OF BOSTON

PETITION

TO: City of Boston

RE: Proposed 123 Bed Nursing Home At The North Beacon Street Side of The Sisters of St. Joseph Property

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NAME	ADDRESS
Wm. N. Leonard	31 Dustin St.
Barbara A. Banks	34 Dustin St
Paul X Flaherty	39 Dustin St
Ann C. Flaherty	39 Dustin St
Marian C. Flaherty	39 Dustin Street Bri.
[illegible]	37 Dustin St.
Virginia [illegible]	10 Dustin St
Timothy D. Shipman	79 Dustin St.
Sharon Bolger	8 Dustin St Bri
Catherine P. Bolger	88 Dustin St. Bri Mar.
Alan J. Crowley	114 Dustin St, Brighton
Helen J. Crowley	114 Dustin St. Brighton
Margaret White	55 Saunders St Allston
Maurice L. White	55 Saunders St. Allston
Ann Sonzi [illegible]	68 Saunders St Allston
David [illegible]	49 Saunders St.
Edward Lewin	58 Saunders St.
Susan [illegible]	3 Berston St. Allston

CONGREGATION OF THE SISTERS OF ST. JOSEPH OF BOSTON

PETITION

TO: City of Boston

RE: Proposed 123 Bed Nursing Home At The North Beacon Street Side of The Sisters of St. Joseph Property

FROM: Abutters and Neighbors of the Congregation of the Sisters of St. Joseph.

We the undersigned have reviewed the plans of the Congregation of The Sisters of Saint Joseph to develop a 123 bed nursing home on their North Beacon Street land and have met with representatives of the project and wish to express our support for the building of this Nursing Home.

NAME	ADDRESS
Frank Lacasse	99 Dustin St. Brighton
Francis J MacDonald	106 Dustin St Brighton
Alice M MacDonald	106 Dustin St. Brighton
Peggy A. Smith	70 Dustin St. Brighton
Robert W. Smith	70 Dustin St. Brighton
Jos McDonald Jr.	51 Saunders St. Allston
Pat Bakerian	47 Saunders St Allston
Elaine Hannagan	2 Barstow St Allston
Rita M. Donovan	35 Saunders St. Allston
[illegible]	16 Saunders St. Allston
Glen [illegible]	16 Saunders St. Allston
[illegible]	14 Saunders St
Jimmy Chan	10 Saunders St.
[illegible]	15 Saunders St
Mary C. Steinhauer	16 Dustin St.
[illegible]	24 Dustin St Brighton
[illegible]	24 Dustin St Brighton

CONGREGATION OF THE SISTERS OF ST. JOSEPH OF BOSTON

PETITION

TO: City of Boston

RE: Proposed 123 Bed Nursing Home At The North Beacon Street Side of The Sisters of St. Joseph Property

FROM: Abutters and Neighbors of the Congregation of the Sisters of St. Joseph.

We the undersigned have reviewed the plans of the Congregation of The Sisters of Saint Joseph to develop a 123 bed nursing home on their North Beacon Street land and have met with representatives of the project and wish to express our support for the building of this Nursing Home.

NAME	ADDRESS
Carol McIntyre	45 Saunders St Allston
Rev John H. Curley	667 Cambridge St, Brighton Ma
Mary Curley	667 Cambridge St Brighton
[illegible]	4 Bayston St allston mass
Dorothy McKenny	18 Pomeroy St Allston
Claire Hunt	34 Saunders St, Allston
Delia Hunt	34 Saunders St, Allston

CONGREGATION OF THE SISTERS OF ST. JOSEPH OF BOSTON

PETITION

TO: City of Boston

RE: Proposed 123 Bed Nursing Home At The North Beacon Street Side of The Sisters of St. Joseph Property

FROM: GOVERNOR APARTMENTS

KELTON STREET, BRIGHTON, MA

We the undersigned express our support for a zoning classification of the Sisters of Saint Joseph's property on North Beacon Street that would allow its use as a nursing home, subject to the conditional approval of the City of Boston and to full public review.

NAME	ADDRESS
[illegible]	205 Kelton st #602
Juanita Muster	1431 Commonwealth #4 Brighton
Robert Brooks.	1431 Common Ave #4 Brighton
Semyon Portnoy	197 Kelton st #302, Brighton
Francisca Caldaro	209 Kelton st #202
Sara Quirin	213 Kelton St #203
[illegible]	209 Kelton st #304
Maria Doe.	209 Kelton st #301
R. Finkelstein	205 Kelton St #302
Elizabeth Mitchell	205 Kelton St #201
[illegible] Pellegrin	205 KELTON St #204
James Woods	205 Kelton St #204
Eleanor Norton	205 Kelton st #102
Pa Ling Yeh	201 Kelton St #101
Efa Gaeira	197 Kelton st #101
[illegible]	197 Kelton st #201
[illegible]	193 Kelton #205
[illegible]	193 Kelton #304

CONGREGATION OF THE SISTERS OF ST. JOSEPH OF BOSTON

PETITION

TO: City of Boston

RE: Proposed 123 Bed Nursing Home At The North Beacon Street Side of The Sisters of St. Joseph Property

FROM: GOVERNOR APARTMENTS

KELTON STREET, BRIGHTON, MA

We the undersigned express our support for a zoning classification of the Sisters of Saint Joseph's property on North Beacon Street that would allow its use as a nursing home, subject to the conditional approval of the City of Boston and to full public review.

NAME	ADDRESS
L. Levinteva	193 Kelton str. apt 302
Kathrine Shaylue	18 Pond Vale Ave Allston
Marie A. Mercado	10 Fidelis way #1005 - Brighton

CONGREGATION OF THE SISTERS OF ST. JOSEPH OF BOSTON

PETITION

TO: City of Boston

RE: Proposed 123 Bed Nursing Home At The North Beacon Street Side of The Sisters of St. Joseph Property

FROM: COMAVEN HOUSING

COMMONWEALTH AVENUE, BRIGHTON, MA

We the undersigned express our support for a zoning classification of the Sisters of Saint Joseph's property on North Beacon Street that would allow its use as a nursing home, subject to the conditional approval of the City of Boston and to full public review.

NAME	ADDRESS
M J (MARKOVSKY)	1407 Comm. Ave. #25 Brighton
A Levin	301 Allston St Apt. 5 Brookline
A M Allman	1399 Commonwealth Ave, Allston, 02
Eugenia Medina	1407 Common Wealth Ave 02
Lok mei Jao Lee	1399 Comm ave #7 Brighton
Donna Murray	1399 comm ave #2 Brighton
Shu Hua Li	1399 Comm ave #6 Brighton
Daniel Epstein	1407 comm ave #12A Brighton
Dale Dreane	1407 Comm ave #16 Brighton
Krzyszkaya	1407 Comm ave #19 Brighton
GLEYZER	1407 comm ave #20 Brighton
[illegible]	1431 commonwealth ave #[illegible] Brighton
[illegible]	1431 comm ave # #1 Brighton
Francisco Soriano	1431 Comm ave #2 Brighton
Josefina Galvez	1431 comm AV - # 12 Brighton
Maria Stanna	1435 Comm Ave #7 Brighton
S. Belosevaa	1435 Comm Ave #12A Brighton
Jim Fong	1407 Comm Ave #7 Brighton

CONGREGATION OF THE SISTERS OF ST. JOSEPH OF BOSTON

PETITION

TO: City of Boston

RE: Proposed 123 Bed Nursing Home At The North Beacon Street Side of The Sisters of St. Joseph Property

FROM: VERONICA SMITH SENIOR CENTER

20 Chestnut Hill Avenue, Brighton, MA 02135

We the undersigned express our support for a zoning classification of the Sisters of Saint Joseph's property on North Beacon Street that would allow its use as a nursing home, subject to the conditional approval of the City of Boston and to full public review.

NAME	ADDRESS
Dorothy McCarthy	3 Ledgemere Rd. Bri. Mass
Ruth Kupriagle	59 Donnybrook Rd.
Rita Connelly	16 Ledgemere Rd. Bri.
Angie DiRocco	23 Beacon St Bri.
J. Murphy	1940 Comm Ave Bri
Effie Ireland	1193 Commonwealth Ave.
Dora C. Babbin	46 Dale St - Waltham

CONGREGATION OF THE SISTERS OF ST. JOSEPH OF BOSTON

PETITION

TO: City of Boston

RE: Proposed 123 Bed Nursing Home At The North Beacon Street Side of The Sisters of St. Joseph Property

FROM: PAT WHITE BUILDING

20 Washington Street Brighton

We the undersigned express our support for a zoning classification of the Sisters of Saint Joseph's property on North Beacon Street that would allow its use as a nursing home, subject to the conditional approval of the City of Boston and to full public review.

NAME	ADDRESS
Mrs Ruth Hodes	20 Washington St Brighton
Mrs Perka	L. Gatorsky
	Tsilya Gordis
	Mora Karpeer
Martin Davis	E. Glikin
Muriel MacDonald	Tamara Lugensky
Mary Miller	Ida Levy
Roberta Hopkins	Betty Rosbom
Tony Boffoglio	Della Daly
Gertrude M Carey	Catherine Cohalane
Helen Eastman	
Kay Bonfiglio	
Rhoda Rapnet	
Alan Ellis	
Emilya Sakhnovich	
Lila Silkes	
Matara Leya	

CONGREGATION OF THE SISTERS OF ST. JOSEPH OF BOSTON

PETITION

Over

TO: City of Boston

RE: Proposed 123 Bed Nursing Home At The North Beacon Street Side of The Sisters of St. Joseph Property

FROM: PAT WHITE BUILDING - continued

We the undersigned express our support for a zoning classification of the Sisters of Saint Joseph's property on North Beacon Street that would allow its use as a nursing home, subject to the conditional approval of the City of Boston and to full public review.

NAME	ADDRESS
[illegible]	7101 [illegible] St apt 32
Charles P Sullivan	20 Washington St Brighton Apt 418
Rose Abrams	20 Washington St Brighton apt 531
[illegible] Pettie	20 " " " apt 418
Yedum Jronov apt.	215 " " " " 215
Joanna Lego	20 Washington St. Apt 231 apt. 23
Gertie Evgenia	" " " " 72
Klara Perkera	" " Apt
Alice Schiffer 443	" " "
[illegible] Pettie 335	" " "
Mary Lepur 528	" " "
Mildred Lidd 332	" " "
Ethel Noah 102	" " "
Ruth Pfor 814	" " "
Anna Manera 532	" " "
[illegible] Freeburg 429	" " "
Dora Meadowcroft Apt	" " "
Genya Fisch apt 617	" " "

Lillian Murphy 234 20 Washington St Brigh
Marion Stanley 205 20 Washington St Brighton
Tandestnik 426 " " " "
Zoya Libina 202 — " — " — " — " — "
Esfir Zlotnikov 533 — " — " — " — " — "
Yelena Lipskaya 411
Grigory Kuperman 228 — " — " — " —

SISTERS OF SAINT JOSEPH
637 CAMBRIDGE STREET
BRIGHTON MASSACHUSETTS 02135-2801

GENERAL ADMINISTRATION

TO: City of Boston

FROM: Volvo Village

RE: Proposed 123 Bed Nursing Home at the North Beacon Street Side of the Sisters of Saint Joseph Property

DATE: June 12, 1991

We hereby express our support for a zoning classification of the Sisters of Saint Joseph's property on North Beacon Street that would allow its use as a nursing home, subject to the conditional approval of the City of Boston and to full public view.

In addition, we have met with representatives of the project and wish to express our support for the building of a 123 bed nursing home on the Sisters of Saint Joseph's North Beacon land.

Signature _____

Title General Manager

SISTERS OF SAINT JOSEPH
637 CAMBRIDGE STREET
BRIGHTON MASSACHUSETTS 02135-2801

GENERAL ADMINISTRATION

TO: City of Boston

FROM: Wolfers Lighting

RE: Proposed 123 Bed Nursing Home at the North Beacon Street Side of the Sisters of Saint Joseph Property

DATE: June 12, 1991

We hereby express our support for a zoning classification of the Sisters of Saint Joseph's property on North Beacon Street that would allow its use as a nursing home, subject to the conditional approval of the City of Boston and to full public view.

In addition, we have met with representatives of the project and wish to express our support for the building of a 123 bed nursing home on the Sisters of Saint Joseph's North Beacon land.

Signature Sam B. Bieber

Title President

SISTERS OF SAINT JOSEPH
637 CAMBRIDGE STREET
BRIGHTON MASSACHUSETTS 02135-2801

GENERAL ADMINISTRATION

TO: City of Boston

FROM: Bristol Copy, Printing

RE: Proposed 123 Bed Nursing Home at the North Beacon Street Side of the Sisters of Saint Joseph Property

DATE: June 12, 1991

We hereby express our support for a zoning classification of the Sisters of Saint Joseph's property on North Beacon Street that would allow its use as a nursing home, subject to the conditional approval of the City of Boston and to full public view.

In addition, we have met with representatives of the project and wish to express our support for the building of a 123 bed nursing home on the Sisters of Saint Joseph's North Beacon land.

Signature Paul D. Petrus

Title President, Bristol Copy
1194 N. Beacon St

SISTERS OF SAINT JOSEPH
637 CAMBRIDGE STREET
BRIGHTON MASSACHUSETTS 02135-2801

GENERAL ADMINISTRATION

TO: City of Boston

FROM: Murray Gintis - A.L.S. Computer System

RE: Proposed 123 Bed Nursing Home at the North Beacon Street Side of the Sisters of Saint Joseph Property

DATE: June 12, 1991

We hereby express our support for a zoning classification of the Sisters of Saint Joseph's property on North Beacon Street that would allow its use as a nursing home, subject to the conditional approval of the City of Boston and to full public view.

In addition, we have met with representatives of the project and wish to express our support for the building of a 123 bed nursing home on the Sisters of Saint Joseph's North Beacon land.

Signature _____

Title Tenant A.L.S. 121 N. Beacon ST Brighton, MA

SISTERS OF SAINT JOSEPH
637 CAMBRIDGE STREET
BRIGHTON, MASSACHUSETTS 02135-2801

GENERAL ADMINISTRATION

TO: City of Boston

FROM: New Balance Athletic Shoe

RE: Proposed 123 Bed Nursing Home at the North Beacon Street Side of the Sisters of Saint Joseph Property

DATE: June 12, 1991

We hereby express our support for a zoning classification of the Sisters of Saint Joseph's property on North Beacon Street that would allow its use as a nursing home, subject to the conditional approval of the City of Boston and to full public view.

In addition, we have met with representatives of the project and wish to express our support for the building of a 123 bed nursing home on the Sisters of Saint Joseph's North Beacon land.

Signature Richard L. Shanle

Title Manager: Facilities & Security

SISTERS OF SAINT JOSEPH
637 CAMBRIDGE STREET
BRIGHTON MASSACHUSETTS 02135-2801

GENERAL ADMINISTRATION

TO: City of Boston

FROM: New Balance Athletic Shoe

RE: Proposed 123 Bed Nursing Home at the North Beacon Street Side of the Sisters of Saint Joseph Property

DATE: June 12, 1991

We hereby express our support for a zoning classification of the Sisters of Saint Joseph's property on North Beacon Street that would allow its use as a nursing home, subject to the conditional approval of the City of Boston and to full public view.

In addition, we have met with representatives of the project and wish to express our support for the building of a 123 bed nursing home on the Sisters of Saint Joseph's North Beacon land.

Signature [illegible]

Title New Balance Factory Store Manager

SISTERS OF SAINT JOSEPH
637 CAMBRIDGE STREET
BRIGHTON MASSACHUSETTS 02135-2801

GENERAL ADMINISTRATION

TO: City of Boston

FROM: New England Flag & Banner

RE: Proposed 123 Bed Nursing Home at the North Beacon Street Side of the Sisters of Saint Joseph Property

DATE: June 12, 1991

We hereby express our support for a zoning classification of the Sisters of Saint Joseph's property on North Beacon Street that would allow its use as a nursing home, subject to the conditional approval of the City of Boston and to full public view.

In addition, we have met with representatives of the project and wish to express our support for the building of a 123 bed nursing home on the Sisters of Saint Joseph's North Beacon land.

Signature Michael W Moore

Title Com & Tr

SISTERS OF SAINT JOSEPH
637 CAMBRIDGE STREET
BRIGHTON MASSACHUSETTS 02135-2801

GENERAL ADMINISTRATION

TO: City of Boston

FROM: JN Phillips Auto GLASS

RE: Proposed 123 Bed Nursing Home at the North Beacon Street Side of the Sisters of Saint Joseph Property

DATE: June 12, 1991

We hereby express our support for a zoning classification of the Sisters of Saint Joseph's property on North Beacon Street that would allow its use as a nursing home, subject to the conditional approval of the City of Boston and to full public view.

In addition, we have met with representatives of the project and wish to express our support for the building of a 123 bed nursing home on the Sisters of Saint Joseph's North Beacon land.

Signature James Sobanek

Title Manager.

ROBERT W. ALEXANDER
ATTORNEY AT LAW

226 NORTH HARVARD STREET, ALLSTON, MA 02134
TELEPHONE 783-1196

August 10, 1992

Chairman C. Jones
Boston Redevelopment Authority
1 City Hall Square
Boston, MA 02210-1007

Dear Mr. Jones:

As a 47-year-old, life-long resident of Allston and a current Board member of the Allston Civic Association, a group to which my wife and I have belonged since 1973, I want to wholeheartedly support the Wingate at Brighton project at 100 North Beacon Street, the Elderly Housing Facility.

The Sisters of Saint Joseph and the prospective developers have shown to me that they are sensitive to the concerns of our community and they should not be blackmailed into giving concessions to our community as some people are attempting to do. That is certainly not the neighborly thing to do ever and it should not be considered or condoned in this case.

My wife and I strongly recommend your approval of this project.

Sincerely,

Paula Alexander Robert Alexander

Paula and Robert Alexander

101

Michael J. Hanlon, Jr.
224 Washington Street
Brighton, Ma. 02135

August 5, 1992

Clarence Jones
Chairman
B.R.A.
Boston City Hall

Dear Mr. Jones:

As a resident of the Allston Brighton community for the past 37 years, I encourage you and your fellow Board members to approve the Wingate at Brighton, 100 North Beacon Street, Brighton project. The development on the grounds of Mt. St. Joseph's Academy is a very creative project, which will not only assist the Sisters of St. Joseph, but also provide for the much needed health care for the elderly of this community and the City.

Mt. St. Joseph's Academy has been a vital educational facility in our City for many years, and has made an outstanding contribution to the education of high school young women. As for Wingate Management, they have demonstrated their sensitivity and responsibility in the care and management of their developments in the Brighton community, located at 1925 and 1945 Commonwealth Avenue. I would also like to stress that they have an outstanding reputation as a developer and manager of elderly housing.

There is a great need for elderly health care in our community as well as the City, and this project not only addresses those needs, but does so in a very creative way. In addition, this project would provide well over 150 jobs for construction workers, and over 100 full time and part time jobs once the facility is up and running.

I would appricate your support and that of your fellow Board members to approve this most vital project.

Thank your very much for your cooperation.

Sincerely,

Michael J. Hanlon, Jr.

Section 7

Transportation Study

HOWARD/STEIN-HUDSON ASSOCIATES

MEMORANDUM

To: Willy Sclarsic
From: Jane Howard/David Matton
Date: 19 May 1992
Subject: Continental Wingate at Brighton
Response to 14 May 1992 Comments

The following is in response to comments presented by Shaevel & Krems, attorneys at law.

> COMMENT: 1. Exhibit 10 of the DPIR on page 19: - The term "average trip" rate is used. There was some confusion whether this is a vehicle rate or a total trip rate. You had requested some clarification.

RESPONSE: The average trip rate as defined by the ITE Trip Generation table, from which the rates were extracted is as follows: "A weighted average of the number of vehicle trips or trip ends per unit of independent variable (e.g. trip ends per number of beds or number of employees) using a site's driveway(s). The weighted average is calculated by summing all trip ends and all independent variable units where paired data are available, and then dividing the sum of the trip ends by the sum of the independent variable units." In other words, this represents a weighted average of total daily vehicle trips entering and leaving the site per unit.

> COMMENT: 2. On the same Exhibit 10 on page 19 there is a reference to 252 total vehicle\day. This figure is then reduced by .58 to 146. You asked if this is an undercounting which then led to an analysis of less traffic. You have asked us to clarify this.

RESPONSE: The reduction factor of .58 was determined by analyzing existing mass transit data and proposed employee schedules. This was done because ITE rates are based on developments in suburban areas with no transit service. In this case it is estimated that 42% of employees will use transit or walk to work. This is based on 1980 Journey to Work census data for the Allston/Brighton area supplied by the Central Transportation Planning Staff. The adjusted vehicle volumes were used in the capacity analysis.

COMMENT: 3. On the same Exhibit 10, page 21, table 6 under the approach/movement for Market Street N.B. the A.M. peak existing improves in our future projection of A.M. traffic. However, there is no explanation for what would cause this improvement from a C rating to a B rating and you asked that be clarified.

RESPONSE: This approach seems to get better in the future scenario because there is a better distribution of overall traffic throughout the intersection. The signal timings are adjusted for this new vehicle distribution. This increases the delay at other approaches while decreasing the N.B. approach. The conclusion one should make from looking at these tables and the intersection analysis in Appendix B is that the overall intersection delay increases by only 0.33 seconds which is insignificant.

Should you have any other questions, feel free to call us.

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REPORT SUMMARY:

Wingate at Brighton is a combined long-term care and adult day-care facility. The long-term care facility will house 123 beds and the adult day-care will include 24 spaces. There will be approximately 110 employees working on staggered shifts throughout the day. Of the employees, 42% will use transit or walk to work. Since most of the staff is at a lower pay scale, most will not own automobiles. A shuttle bus will pick up and drop off the day-care clients. This will reduce traffic and parking demands.

The project will generate a maximum of 100 vehicles in and 100 vehicles out of the facility over the course of a weekday. This accounts for less than 1½% of traffic on North Beacon Street. Peak hour volumes are limited to 26 in and 7 out in the morning and 20 in and 27 out in the evening. These low volumes have no impact on the levels-of-service of adjacent intersections. The site drive operates acceptably as well.

Parking demand was estimated directly from the vehicle trip generation. The analysis showed a peak employee and visitor demand for 61 total spaces. Since 70 spaces will be provided, the parking is more than adequate.

The construction mitigation measures that are necessary are very minor. Since most all of the work for this project will be on site, the city streets will not be negatively impacted. The only work which appears to require mitigation is some minor utility work. As described in this report, this will have little interference with North Beacon Street operations. All construction parking will occur on the project grounds. Other traffic and parking mitigation measures are discussed in this report.

In summary, traffic impacts are minimal. Overall, the proposed development appears to have no noticeable impact on the existing roadway system or nearby on-street parking.

Introduction:

This report is written on behalf of Continental Healthcare, Incorporated to fulfill requirements of the Boston Redevelopment Authority (BRA) and the Boston Transportation Department for a Transportation Access Plan under the Allston/Brighton Zoning Code. The report is intended to follow the guidelines of Article 31 and 51 of the Boston Zoning Code and the BRA Review Requirements.

Project Description and Summary:

The proposed project is the construction of a combined long-term care and adult day health facility. These combined uses will be housed in a 52,500 s.f. three story building located on a currently open three acre lot on North Beacon Street in Brighton, just west of Saunders Street. The long-term care facility will be comprised of 123 beds and the adult day health facility will provide services to 24 adults per day, who will be provided with a dedicated shuttle van for transportation to and from the facility each day.

Site:

The existing site is presently owned by the Congregation of the Sisters of St. Joseph. It is presently used as a ballfield and tennis courts by the Students of Mt. St. Joseph Academy. With the proposed facility, these uses will be relocated to adjacent locations on the Congregation property.

Site Access:

The proposed site will have its vehicular and pedestrian access at the northeast corner on North Beacon Street across from Arthur Street. This driveway will be 38 feet in width with a raised bituminous island separating directional flow. A security gate will be located at the entrance. This gate will be open during visitor hours. Employees will gain access with a security card during non-visiting hours. An occasional delivery truck will use this entrance to access the loading dock or trash compactor located in the vicinity of the entrance as shown on the access plan. An emergency vehicle access will be provided at the northwest corner of the site. This access location will uses an existing paved driveway with a North Beacon Street curb cut. Only emergency and minor service vehicles will be allowed to use this entrance.

Site Parking:

All parking for the proposed facility will be provided on site. A total of 70 parking spaces will be provided. These spaces will accommodate the proposed 110 staggered-shift employees and visitors.

This report, as required by the City of Boston Allston-Brighton Zoning Code, will provide information regarding:

- **Existing Conditions**
  - geometrics/traffic control
  - traffic volumes
  - adjacent intersection operations
  - modes of transportation/transit services
- **Proposed Conditions**
  - access plan
  - generated traffic volumes
  - stopping sight distances

- **Impact Analysis and Results**
  operational criteria and analysis
  resulting impacts on existing system

- **Parking Requirements and Assessment**

- **Traffic/Parking Mitigation Measures**
  construction period
  final build

Existing Conditions:

North Beacon Street:
As mentioned above, the proposed site will be located on North Beacon Street. Figure 1 shows the site location in Brighton. North Beacon Street is a two-lane, east/west arterial. This roadway is 40 feet wide and travel is divided by a double yellow centerline. Parking is permitted on both sides of North Beacon Street but is restricted to north side only between 4:00 and 6:00 p.m. and south side only between 7:00 and 9:30 a.m.. There are concrete pedestrian crosswalks on both sides of the roadway. The sidewalks are 10 feet in width with illumination poles and signing offset by two to three feet from the roadway. Other lateral obstructions in the project vicinity are fire hydrants which are also two to three feet from the roadway. The approaches on North Beacon Street to the proposed drive are on relatively tangent sections for at least 600+ feet. The eastbound approach is flat and the westbound approach has a slight downgrade but becomes flat at least 300 feet prior to the site driveway. Although there are no posted speed limits on North Beacon in the development area, the speed limit is 25 MPH. The 85th percentile speed is 24 MPH eastbound and 29 MPH westbound. The median speed is 21 MPH eastbound and 22 MPH westbound.[1]

Intersecting Roadways in the Vicinity of the Site:
There are several roadways which intersect with North Beacon in the vicinity of the proposed site. Figure 2 shows the roadways in the project area. The unsignalized, stop sign control intersections are not heavily travelled, nor do they significantly contribute to the traffic on North Beacon Street. Both Everett Street and Etna Street are signalized intersections on either side of the proposed site. These intersections do not appear to have any capacity problems. The intersections that appear to be near capacity are the intersections of Market Street/North Beacon Street and Cambridge Street/North Beacon Street/Brighton Avenue (Union Square), located on either side of the proposed drive. These intersections should be analyzed as to what effect the proposed facility will have on them.

Traffic Volumes:
Existing a.m. and p.m. peak hour traffic volumes for the major intersections of North Beacon Street are given in Figure 3. Also shown are the volumes at the intersection of Saunders Street/North Beacon Street, the closest intersection to the site driveway. The volumes were obtained by manual counts taken for this study by Howard/Stein-Hudson in 1989 when a similar project was proposed for the site (see Appendix A). The Saunders Street/North Beacon Street counts will show the approximate volumes that will pass by the proposed development. It can be seen from these volumes that, travelling by the site, the morning peak hour (8:00 to 9:00

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[1] Vanasse/Hangen - 1985 Traffic Impact & Access Study, Crossroads Condominiums @ Union Square.

SITE LOCATION

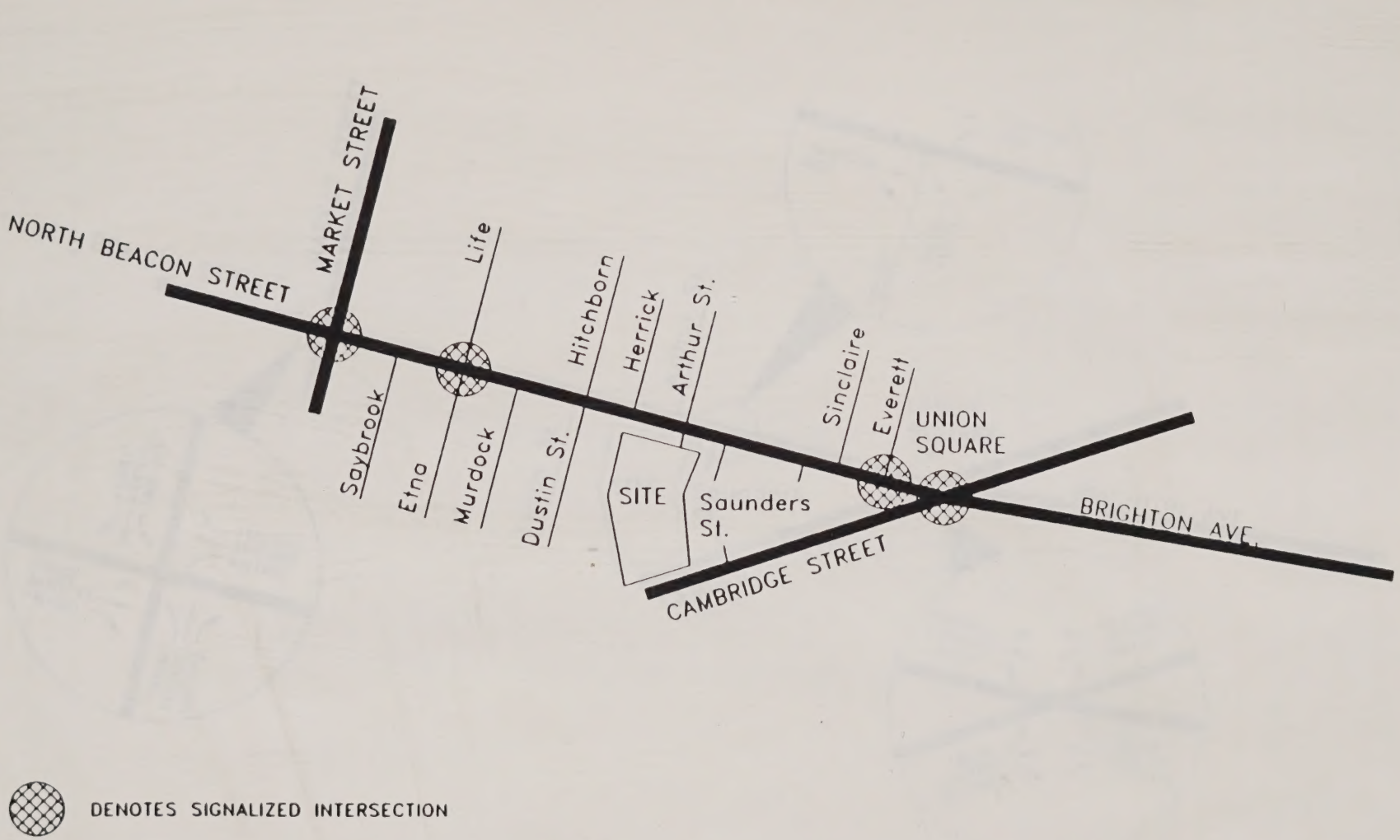
WINGATE AT BRIGHTON
NORTH BEACON ST. - BRIGHTON, MA.

HOWARD/STEIN-HUDSON ASSOCIATES

SCALE - 1:25000
USGS MAP

FIGURE 1

HOWARD/STEIN-HUDSON ASSOCIATES



Wingate at Brighton
Roadways in Site Vicinity

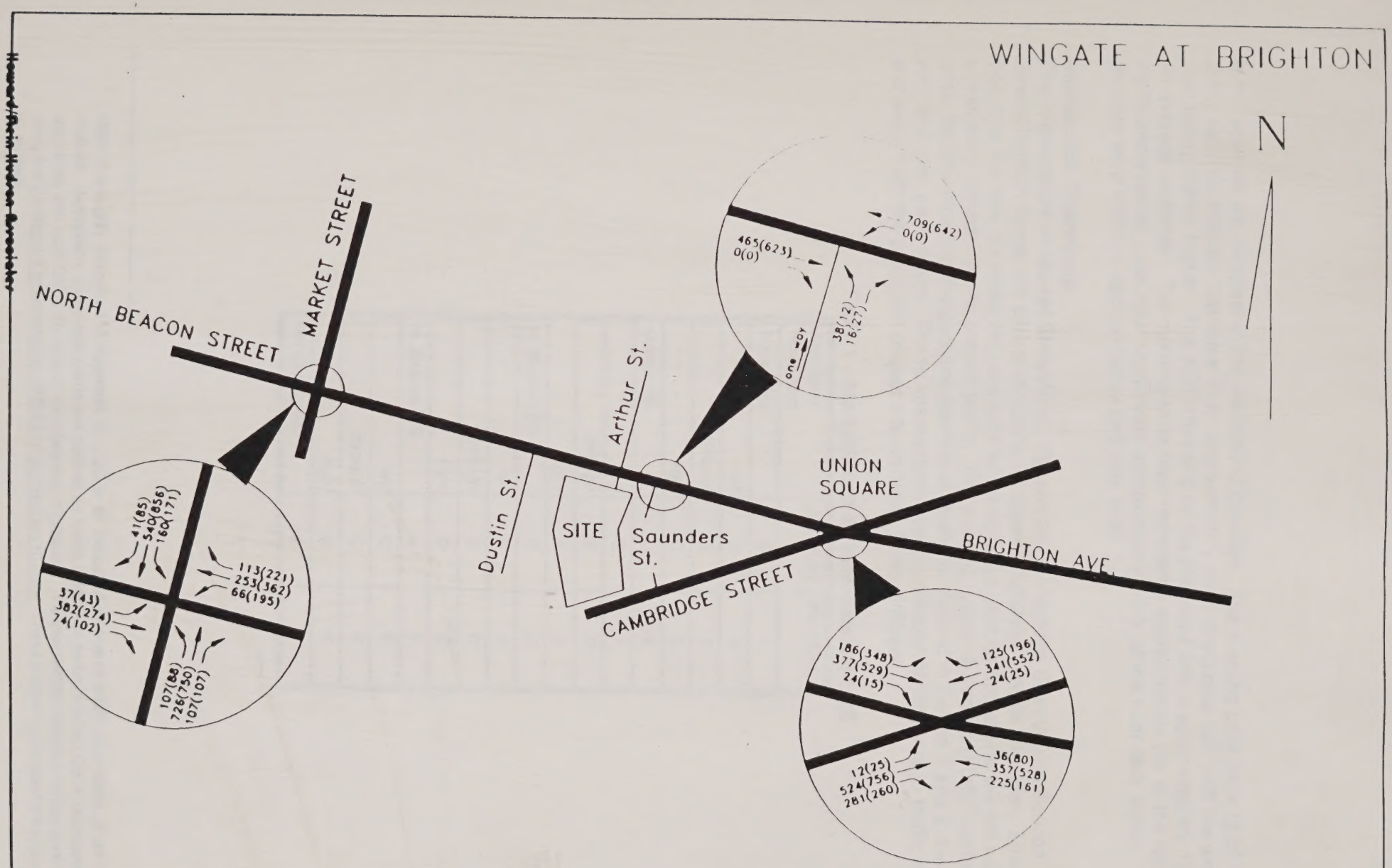
NORTH BEACON ST. – BRIGHTON, MA.

HOWARD/STEIN-HUDSON ASSOCIATES

SCALE: NONE

FIGURE 2

HOWARD/STEIN-HUDSON ASSOCIATES



AM/(PM) PEAK HOUR EXISTING VOLUMES

NORTH BEACON ST. – BRIGHTON, MA.

HOWARD/STEIN-HUDSON ASSOCIATES

SCALE: NONE
1989 COUNT

FIGURE 3

a.m.) volumes are heaviest in the westbound direction. The evening peak hour (5:00 to 6:00 p.m.) volumes indicate that there is an approximately even directional split with the westbound flow being slightly higher. The ADT travelling by the proposed site is approximately 13,500 on an average weekday. The morning peak hour represents approximately 5% of the total daily traffic and evening peak hour represents approximately 4¾% of the total daily traffic. The average hour traffic is approximately 845 vph, total.

Intersection Operations:

The intersections of Market Street/North Beacon and Cambridge Street/North Beacon Street/Brighton Street are critical locations for capacity analysis. While Saunders Street is closed to the site, it carries very low side street volumes, and its operations will not be significantly affected by the project traffic. The existing Level-of-Service (LOS)[2] computations show that the existing intersections operate at levels as defined in Tables 1 and 2 during the a.m. and p.m. peak hours. These intersections are the primary contributors to traffic toward and away from the proposed project site on North Beacon Street.

Table 1 - Market/North Beacon Existing LOS

Approach/ Movement	AM PEAK	PM PEAK
Market NB	C	C
left	B	E
through	C	C
right	C	C
Market SB	C	E
left	E	F
through	B	D
right	B	D
N. Beacon EB	D	D
left	C	E
through	D	C
right	D	C
N. Beacon WB	C	F
left	C	F
through	C	F
right	C	F
INTERSECTION	C	E

[2] More thoroughly described in Appendix B, LOS is an indication of overall traffic operations of an intersection location. Acceptable traffic operations are defined as being LOS D or better, where LOS A represents free-flow conditions and LOS E/F is the limit of the intersection capacity. The intersection capacity calculations were found using the Capacity of Intersections: CTPS's HCM Program (Cinch). These program runs can be found in Appendix B, as well.

Table 2 - Union Square Existing LOS

Approach/ Movement	AM PEAK	PM PEAK
Cambridge NB	B	D
left	B	B
through	C	E
right	B	B
Cambridge SB	B	D
left	B	B
through	B	D
right	B	D
N. Beacon EB	C	F
left	C	F
through	B	B
right	B	B
Brighton WB	C	E
left	D	C
through	B	E
right	B	B
INTERSECTION	C	E

Modes of Transportation:

A CTPS survey of modal journey-to-work data for individuals working in the Union Square area (based on 2172 persons surveyed) shows that there is a significant use of mass transit for this area. Table 3 shows the mode breakdown of the data. The results of this data indicate a 58% use of cars as a mode of transportation to work in the Allston/Brighton area. In addition, the study indicates that the car occupancy is 1.26 persons/car.

Table 3 - Journey to Work Data

MODE OF TRANSPORTATION	NUMBER OF PEOPLE	PERCENT OF TOTAL
Drive Alone	782	36 percent
Car Pool	473	22 percent
Walk	291	13 percent
Bus	276	13 percent
Subway	273	12 percent
Railroad	37	2 percent
Other	41	2 percent

Public Transportation:

The transit service in the North Beacon Street area in the vicinity of the proposed site consists pnmarily of bus service. Several MBTA bus lines are within walking distance to the site to serve employees and visitors. Figure 4 represents the MBTA public transportation services in the area. The following bus routes access the site with the following routes:

- #57 Watertown Square to Kenmore Square via Newton Corner and Brighton Center;
- #63 Cleveland Circle to Central Square via Market Street;
- #64 Oak Square to Central Square, Cambridge or Kendall/Massachusetts Institute of Technology (MIT) via North Beacon Street;
- #66 Allston, Union Square to Dudley via Brookline Village
- #86 Sullivan Station to Union Square, Allston (via Harvard/Johnson Gate).

Of these bus lines, Bus #64 passes directly by the site, travelling from Oak Square to MIT during the day, connecting to the Red Line at Central Square, with a frequency of 18-30 minutes. On evenings and weekends, the bus travels only as far as Central Square and has a frequency of one hour.

Proposed Conditions:

Site Access and Circulation:

Figure 5 shows the site access and internal circulation for the proposed facility. Of the 70 parking spaces proposed, four spaces are designated as Handicap Parking Only. This represents approximately 6%. The handicap spaces are 10' x 20'. The other spaces are 8½' x 20'. Although it appears that two entrances provide access to the parking lot, only the

MBTA SERVICE

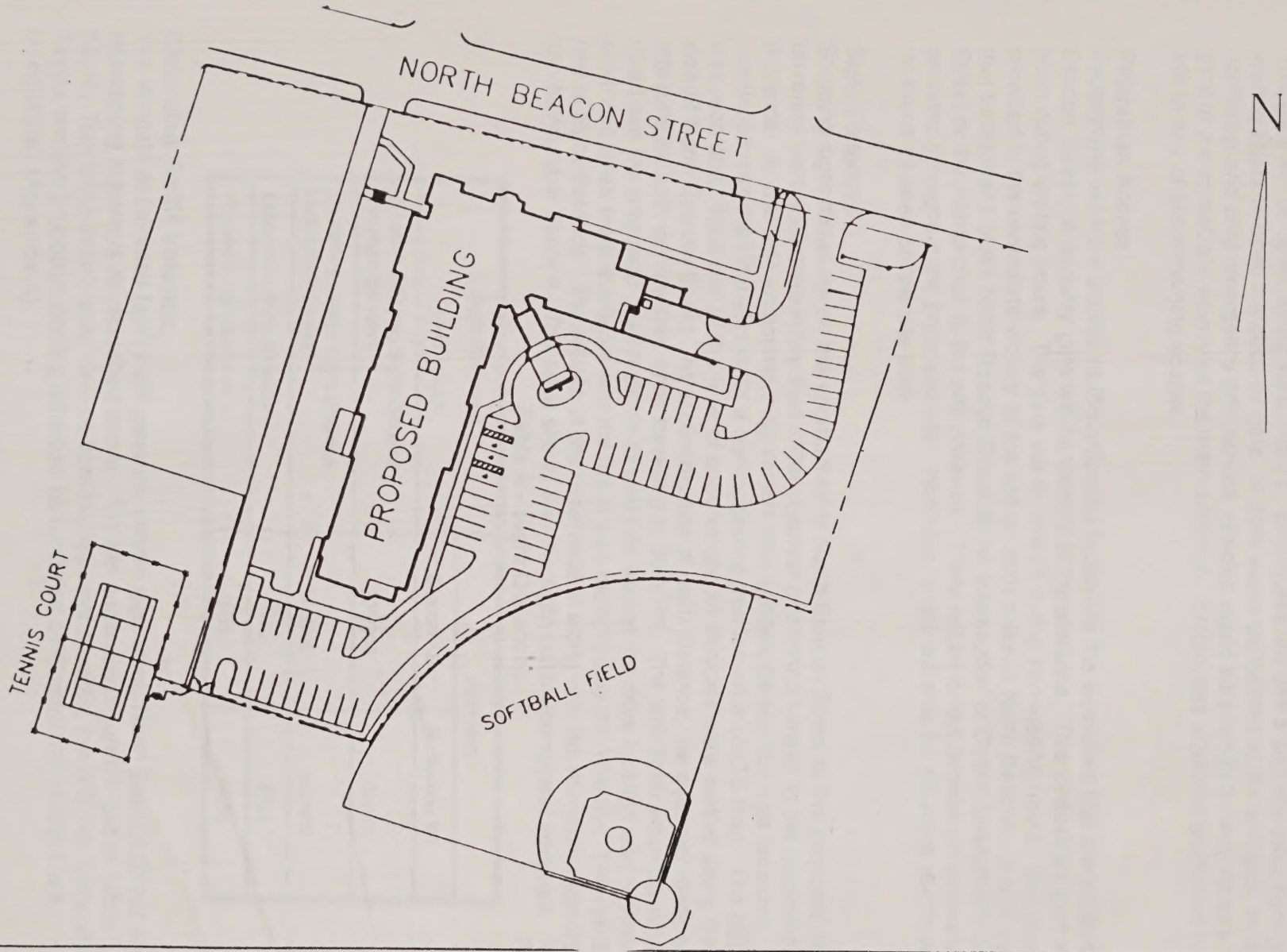
WINGATE AT BRIGHTON
NORTH BEACON ST. – BRIGHTON, MA.

HOWARD/STEIN-HUDSON ASSOCIATES

SCALE – NONE
MBTA SYSTEM MAP

FIGURE 4

HOWARD/STEIN-HUDSON ASSOCIATES



ACCESS PLAN

WINGATE AT BRIGHTON
NORTH BEACON ST. – BRIGHTON, MA.

HOWARD/STEIN-HUDSON ASSOCIATES

SCALE – NONE
The Architectural Team

FIGURE 5

HOWARD/STEIN-HUDSON ASSOCIATES

northeast corner drive would be used for this purpose. A gate will be located at the entrance. This gate will be open during visitor hours. Employees will use a security pass during non-visiting hours to open the security gate. A gate would be located at the entrance on the northwest and only emergency and service vehicles would be permitted. Any visitors would park in the immediate vicinity of the main entrance. Employees would be instructed to park on site in any of the remaining spaces.

Pedestrian Access:
Pedestrians will have access to the proposed facility via the sidewalks that are located on North Beacon Street. A security gate will be located at the entrance. This pedestrian gate will be open during visiting hours. The gate will be closed during non-visiting hours. Bus stops are provided in the immediate vicinity of the site on both sides of North Beacon. It is suggested that pedestrians cross North Beacon Street at the intersection of Dustin Street/North Beacon Street or the intersection at the site driveway. There will be 6 foot pedestrian sidewalks provided throughout the proposed site. Handicap ramps will also be provided at critical locations as seen on the site plan.

Sight Distances[3]:
Stopping sight distances on the approaches of North Beacon Street to the proposed facility driveway were estimated in the field. The observer positioned himself at the proposed driveway entrance. At the time an approaching vehicle was spotted, its position was recorded. This positioned was then transferred to a corresponding position on a USGS map. The distance was recorded. Note that at the time of observation, no vehicles were parked along the south side of North Beacon Street. As a confirmation of sight distance, the observer made several trial runs on both approaches while travelling at 30 MPH. The time from when the observer could see the proposed drive location to when he was at the drive location was recorded. The observed times were averaged and the result was multiplied by the velocity. The result was feet of sight distance. The results of the observations along with the minimum required values can be found in Table 4. The table shows that the sight distances appear adequate.

Table 4 - Sight Distances

Sight Distances (units = feet)	Approach	
	N. Beacon EB	N. Beacon WB
30 MPH Stopping Sight Distance minimum/desirable	200/200	200/200
30 MPH Decision Sight Distance minimum/desirable	340/500	340/500
Observed - from driveway	600±	600±
Observed - on approach	500±	690±

Generated Traffic Volumes:
The Wingate at Brighton facility will generate vehicle trips along North Beacon Street and the intersecting roadways as described above. The trip generation figures found in Table 5, "New Facility Trip Generation", were derived from two different sources; the ITE Trip Generation Tables and the proposed staffing schedule as furnished by Continental Health Care, Incorporated (Appendix A).

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[3] Stopping Sight Distance and Decision Sight Distance are defined in Appendix B.

There were three possible rates for the various weekly time periods to be analyzed. The first rate was the ITE Land Use Code 620 - Nursing Home based on the number of employees of the facility. The second rate was the ITE Land Use Code 620 - Nursing Home based on the number of beds that the facility will house. The other rate was the staffing schedule. All three rates were evaluated and the highest result was used for calculations as a "worst case" estimate.

The "Trip Generation Rates" calculations found on page 19, show the methods used to find the actual number of trips that would be generated by the nursing home use of the facility. These trip rates were reduced by the amount of trips that would not be by automobile. These were presented in Table 3 as being 42%. This suggests that only 58% of the actual trips generated would be automobiles. The trip generation rate calculations shown for average weekdays indicate a reduction from ITE report value 4.027 to 3.0. This reduction is made because an on-site cafeteria will provide lunches for the employees. Employees will be discouraged from leaving the grounds during their half-hour lunch break. This reduces the trips that would be generated by an employee leaving for lunch. In addition, the employee schedule shown in Appendix A shows that the majority of employees will be lower paid. This suggests that most will not own a car. It is for these reasons that it is safe to assume a reduction in the trip rate to 3.0. These automobile trips were added to the adult day-care shuttle trips for the various time periods. The result was the combined total vehicle trips found in Table 5.

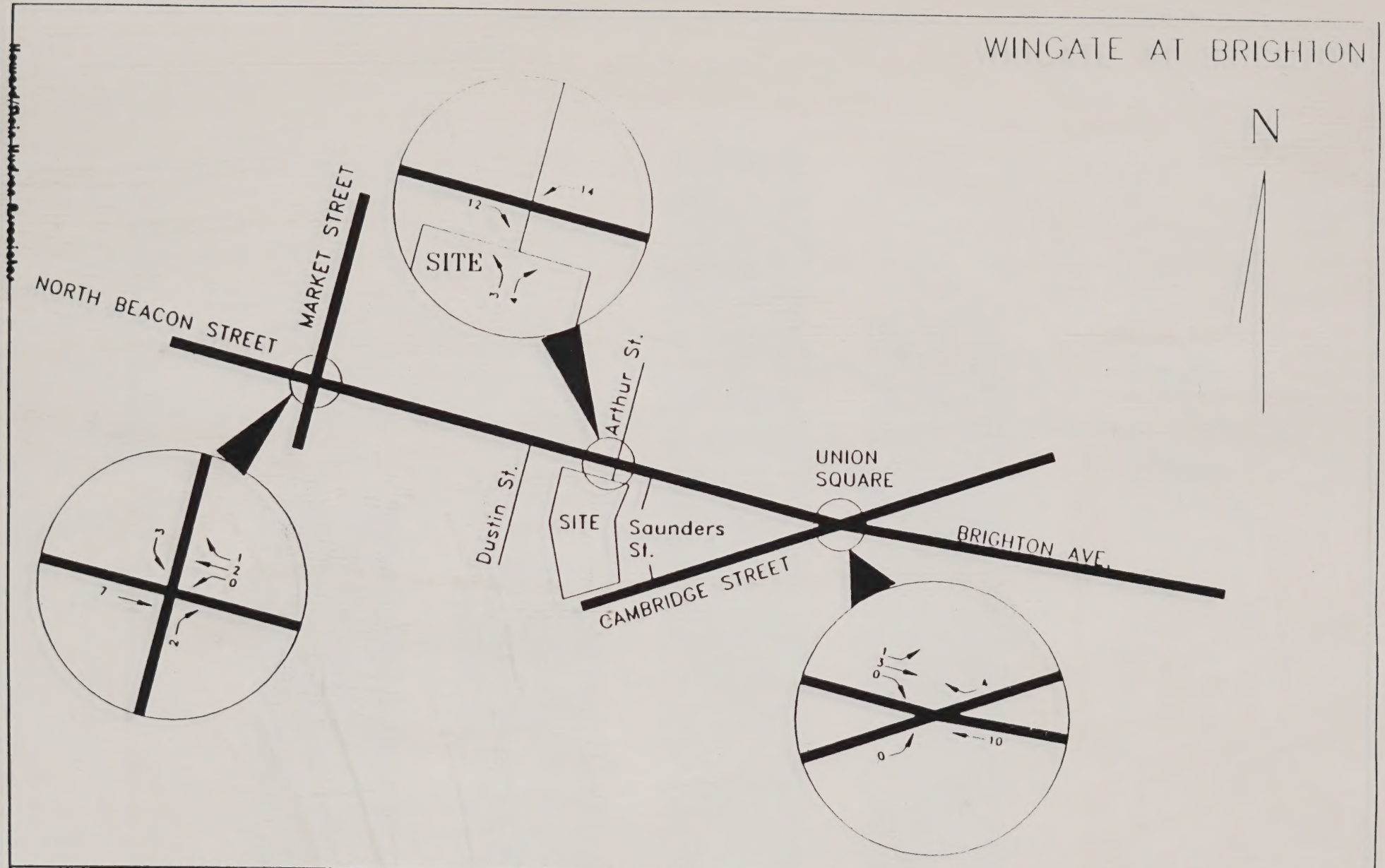
The a.m. and p.m. peak hour results for weekdays are the critical peak traffic generations from and to the proposed facility. The traffic generated at three critical locations; the North Beacon Street/Market Street intersection, the Union Square intersection, and the site driveway, are shown in Figures 6 and 7. The directional volume split entering the facility was obtained by analyzing the existing North Beacon Street splits. The intersections turning movement splits were figured by finding the percentages of vehicles from each turning movement led past the proposed site. These percentages were applied to the site generated traffic to give the results shown.

Impact Analysis and Results:

Intersection analysis:

The volumes that were generated as a result of the site were added to the two critical intersection volumes both for a.m. and p.m. peak. The resultant increases in percentages can be seen graphically in Figures 8 through 11. As shown, the greatest increase at any of the intersections is 1.6% on the Brighton Avenue westbound approach at Union Square. The resulting LOS at each location is compared with the existing LOS and are represented in table 6 and 7. As can be seen, the intersections will operate at the same LOS as they presently do. No noticeable delays will be experienced. As a worse case, the greatest overall delay at either intersection as a result of the development will be approximately 2.8 seconds.

The intersection of the site driveway with North Beacon Street will be unsignalized. The driveway will be stop control. This intersection was analyzed using HCM Unsignalized Intersection program (Cinch). The program runs can be found in Appendix B. The results for both a.m. and p.m. future peak hours are shown in Table 8. The results of this table show that North Beacon Street will operate at the same LOS that presently exists (LOS A). The driveway will operate at an acceptable LOS during a.m. and p.m. peaks (B and C respectively).



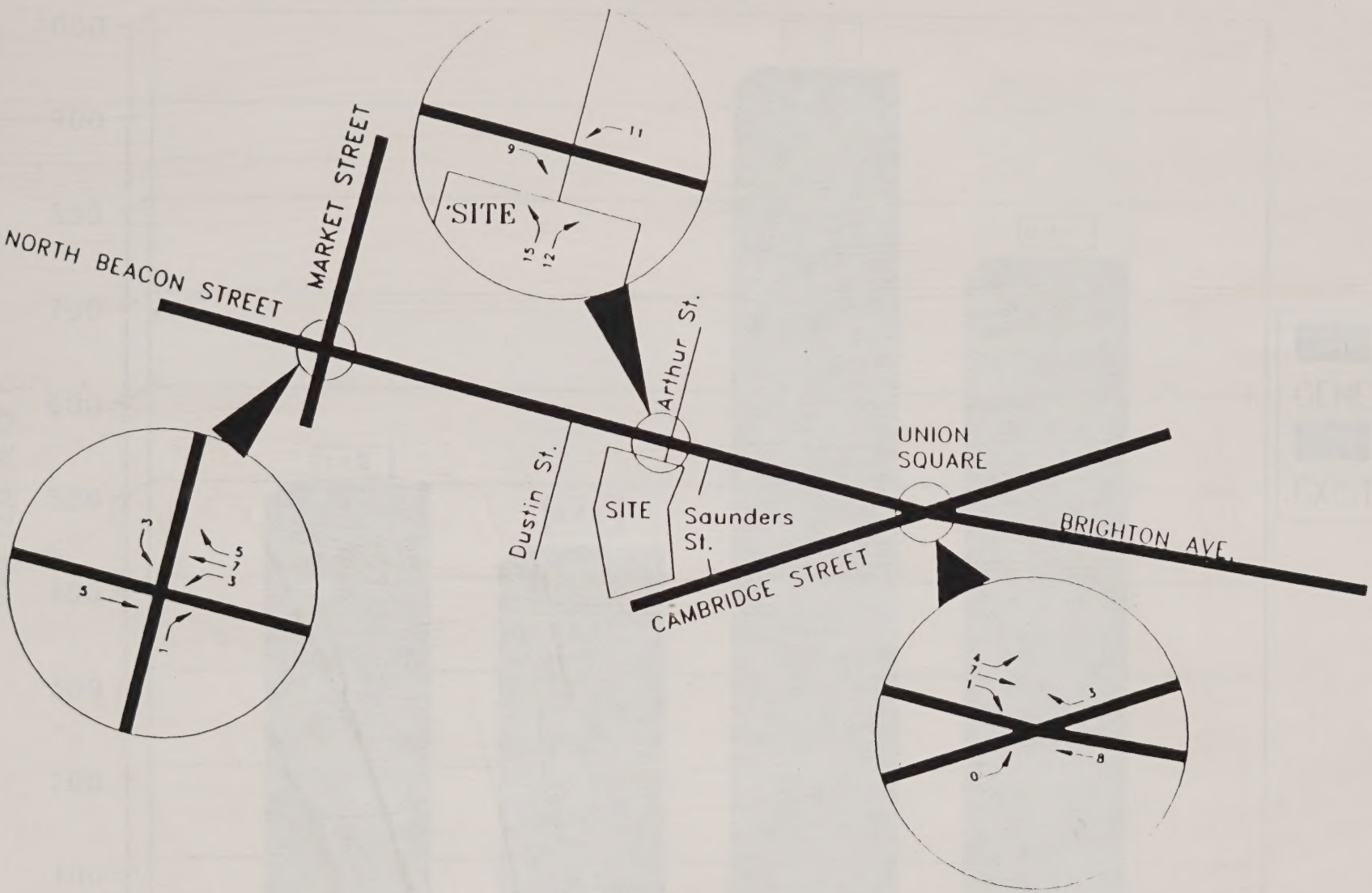
AM PEAK HOUR GENERATED VOLUMES

NORTH BEACON ST. – BRIGHTON, MA.

HOWARD/STEIN-HUDSON ASSOCIATES

SCALE – NONE

FIGURE 6



PM PEAK HOUR GENERATED VOLUMES

NORTH BEACON ST. – BRIGHTON, MA.

HOWARD/STEIN-HUDSON ASSOCIATES

SCALE – NONE

FIGURE 7

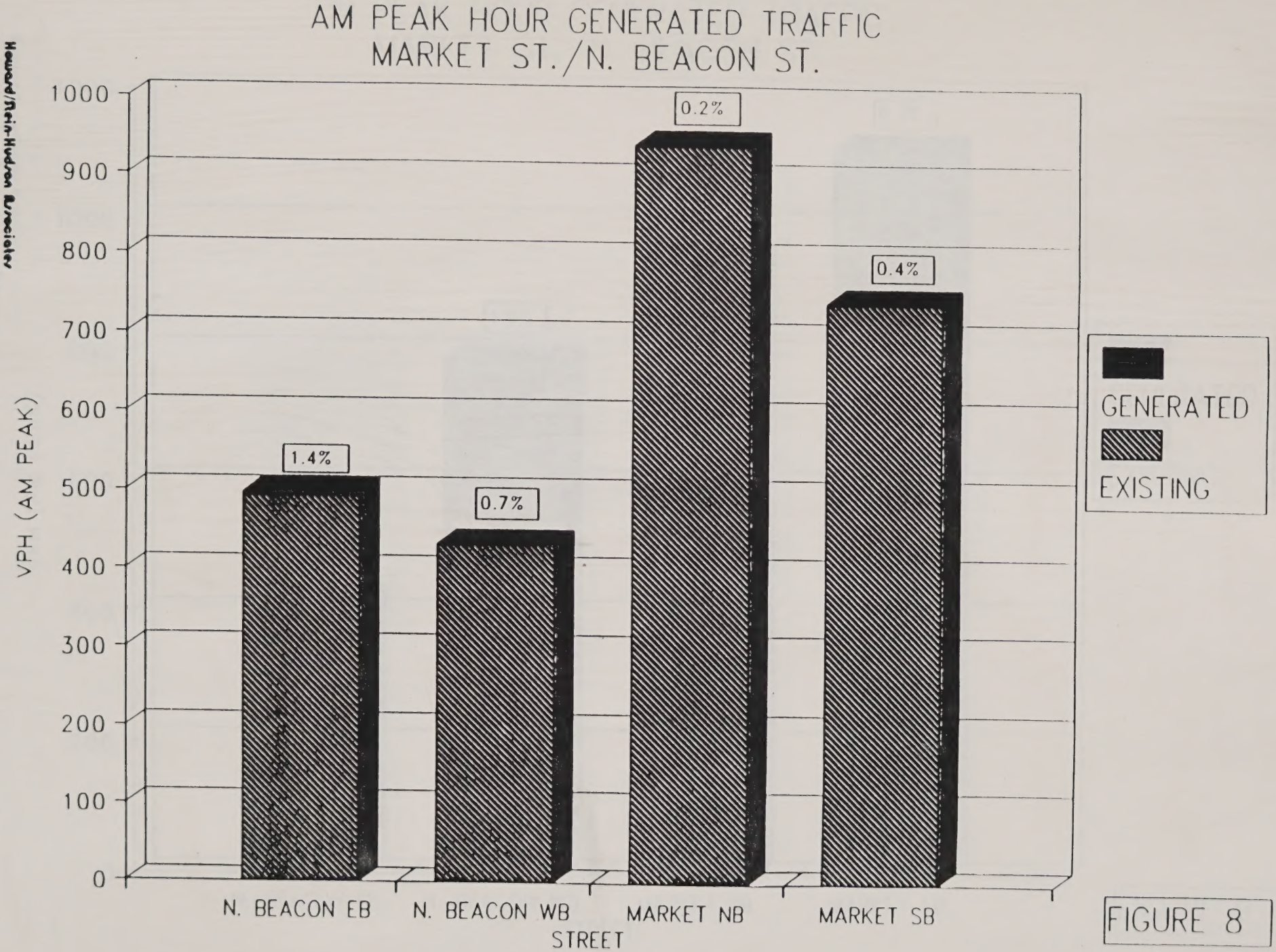

AM PEAK HOUR GENERATED TRAFFIC
MARKET ST./N. BEACON ST.
VPH (AM PEAK)
1000
900
800
700
600
500
400
300
200
100
0
1.4%
0.7%
0.2%
0.4%
N. BEACON EB
N. BEACON WB
MARKET NB
MARKET SB
STREET
GENERATED
EXISTING

FIGURE 8

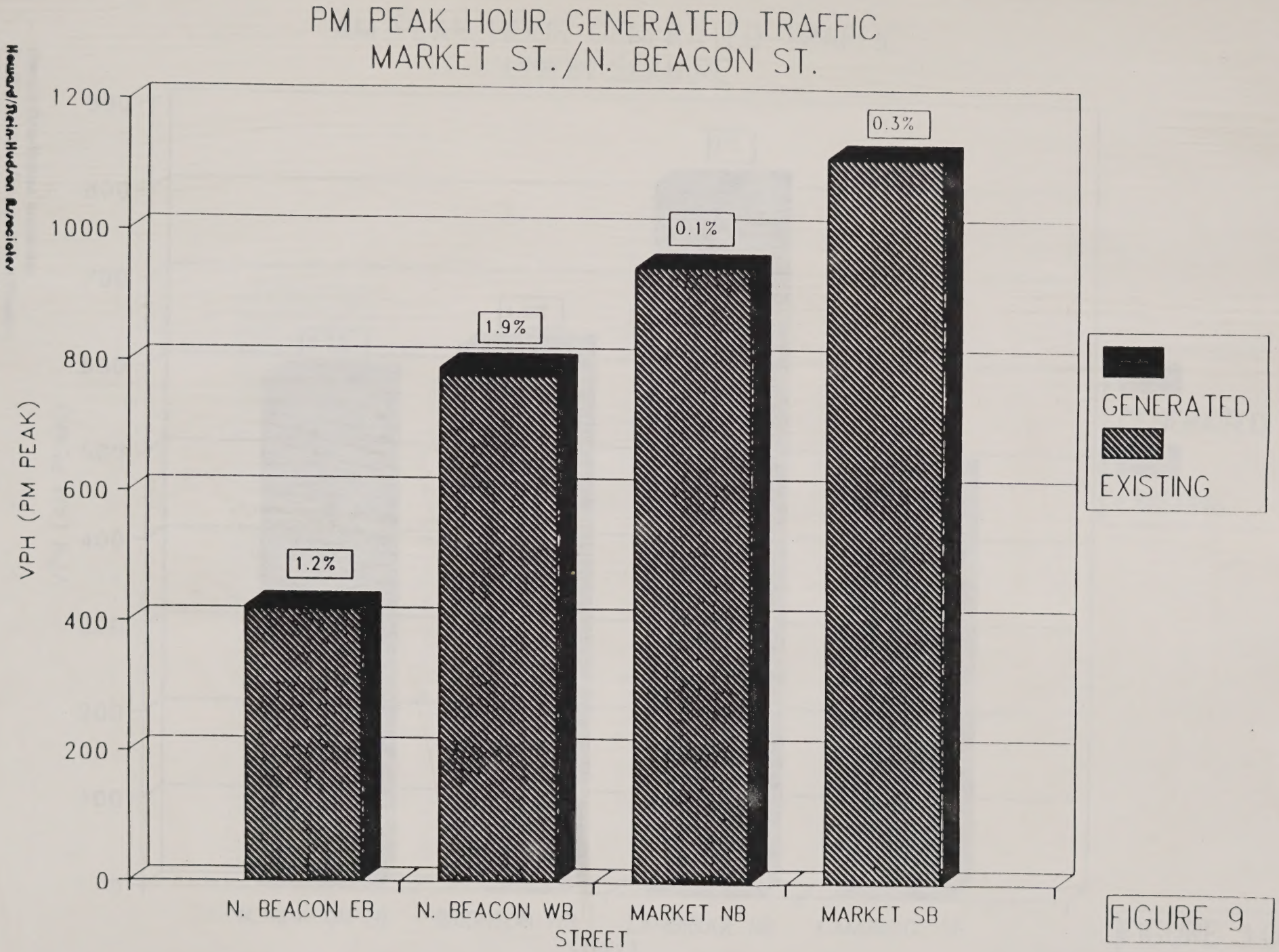

PM PEAK HOUR GENERATED TRAFFIC
MARKET ST./N. BEACON ST.
VPH (PM PEAK)
1200
1000
800
600
400
200
0
1.2%
1.9%
0.1%
0.3%
N. BEACON EB
N. BEACON WB
MARKET NB
MARKET SB
STREET
GENERATED
EXISTING

FIGURE 9

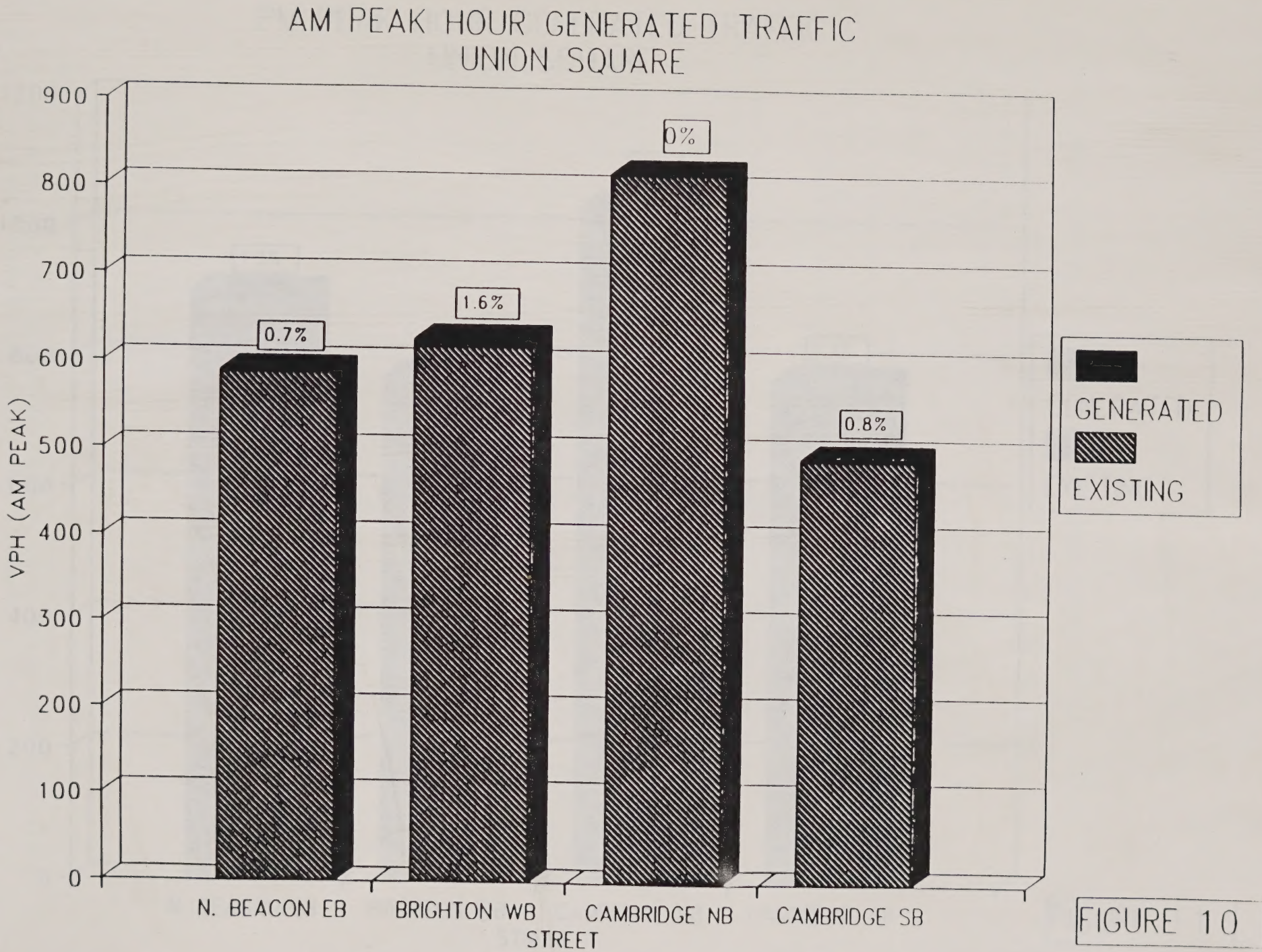

AM PEAK HOUR GENERATED TRAFFIC
UNION SQUARE
VPH (AM PEAK)
900
800
700
600
500
400
300
200
100
0
0.7%
1.6%
0%
0.8%
N. BEACON EB
BRIGHTON WB
CAMBRIDGE NB
CAMBRIDGE SB
STREET
GENERATED
EXISTING

FIGURE 10

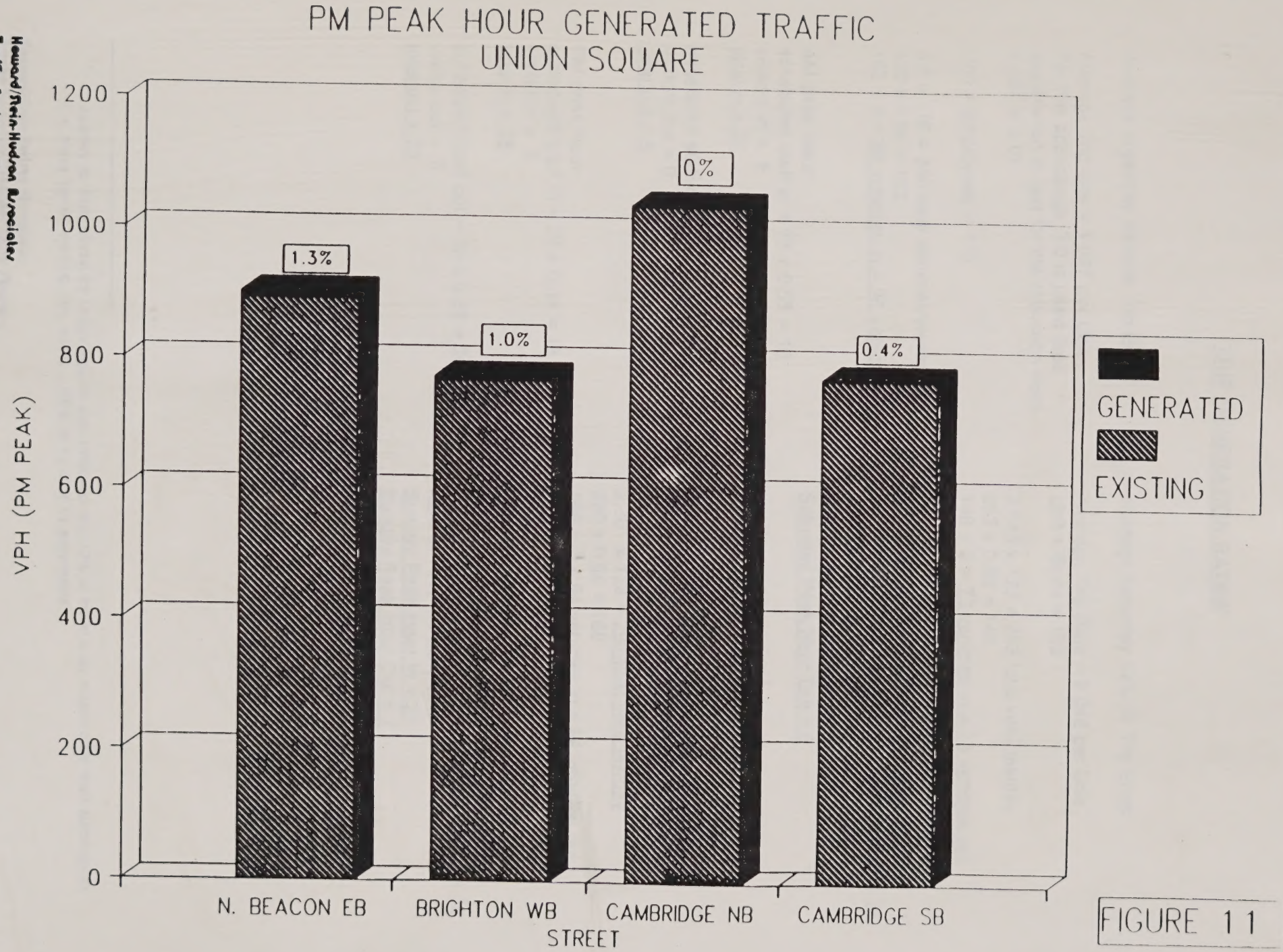

PM PEAK HOUR GENERATED TRAFFIC
UNION SQUARE
VPH (PM PEAK)
1200
1000
800
600
400
200
0
1.3%
1.0%
0%
0.4%
N. BEACON EB
BRIGHTON WB
CAMBRIDGE NB
CAMBRIDGE SB
STREET
GENERATED
EXISTING

FIGURE 11

TRIP GENERATION RATES[4]

Average Weekday Vehicle Trip Ends:

Average Trip rate = 4.027 per Unit
For this application, 3.0 is used (see explanation in text for the reduction from 4.027 to 3.0)

Unit = Employees = 110

3.0 x 110 = 330 total vehicles/weekday
330 x 0.58 = 192
192 ÷ 2 = 96 vehicles in = 96 vehicles out

AM peak Hour:
scheduled staff in = 33 x 0.58 = 19
visitors in = 5
total in = 24

scheduled staff out = 8 x 0.58 = 5
visitors out = 0
total out = 5

PM peak Hour:
scheduled staff in = 23 x 0.58 = 13
visitor in = 5
total in = 18

scheduled staff out = 35 x 0.58 = 20
visitor out = 5
total out = 25

Average Saturday Vehicle Trip Ends:

Average Trip Rate = 2.048 per Unit
Unit = Beds = 123

2.048 x 123 = 252 total vehicles/day
252 x 0.58 = 146
146 ÷ 2 = 73 vehicles in = 73 vehicles out

Saturday Peak Hour:
Average Trip Rate = 0.367 per Unit (Beds)
0.367 x 123 = 45 total peak vehicles x 0.58 = 26
(split is 75% in / 25% out)
Saturday Peak Hour In = 20
Saturday Peak Hour Out = 6

Average Sunday Vehicle Trip Ends:

Average Trip Rate =2.361 per Unit
Unit = Beds = 123

2.361 x 123 = 290 total vehicles/day
290 x 0.58 = 168
168 ÷ 2 = 84 vehicles in = 84 vehicles out

Sunday Peak Hour:
Average Trip Rate = 0.405 per Unit (Beds)
0.405 x 123 = 49 total peak vehicles x 0.58 = 28
(split is 75% in / 25% out)
Sunday Peak Hour In = 21
Sunday Peak Hour Out = 7

---

[4] Journey to Work Model for Union Square area indicates that 42% of travel is by means other than automobiles (i.e. mass transit, walking, taxi, etc.). ∴ 58% of travel is by automobile.

Table 5
NEW FACILITY TRIP GENERATION

TIME PERIOD/ DIRECTION	NURSING HOME TOTAL VEHICLES	ADULT DAY CARE Van TOTAL VEHICLES	COMBINED TOTAL VEHICLES
AVERAGE WEEKDAY[5]			
IN	96	4	100
OUT	96	4	100
AM PEAK HOUR[6]			
IN	24	2	26
OUT	5	2	7
PM PEAK HOUR[6]			
IN	18	2	20
OUT	25	2	27
AVERAGE SATURDAY[7]			
IN	73	0	73
OUT	73	0	73
SAT. PEAK HOUR[7]			
IN	20	0	20
OUT	6	0	6
AVERAGE SUNDAY[7]			
IN	84	0	84
OUT	84	0	84
SUN. PEAK HOUR[7]			
IN	21	0	21
OUT	7	0	7

[5] Based on ITE Land Use Code 620 - Nursing Home - by number of employees
[6] Based on proposed Staffing Schedule combined with visitors
[7] Based on ITE Land Use Code 620 - Nursing Home - by number of beds

Table 6 - Market/North Beacon Existing/Future LOS

Approach/ Movement	AM PEAK Existing	PM PEAK Existing	AM PEAK Future	PM PEAK Future
Market NB	C	C	B	C
left	B	E	B	E
through	C	C	C	C
right	C	C	C	C
Market SB	C	E	C	E
left	E	F	E	F
through	B	D	B	D
right	B	D	B	D
N. Beacon EB	D	D	D	D
left	C	E	C	E
through	D	C	D	C
right	D	C	D	C
N. Beacon WB	C	F	D	F
left	C	F	D	F
through	C	F	C	F
right	C	F	C	F
INTERSECTION	C	E	C	E

Table 7 - Union Square Existing/Future LOS

Approach/ Movement	AM PEAK Existing	PM PEAK Existing	AM PEAK Future	PM PEAK Future
Cambridge NB	B	D	B	D
left	B	B	B	B
through	C	E	C	E
right	B	B	B	B
Cambridge SB	B	D	B	D
left	B	B	B	B
through	B	D	B	D
right	B	D	B	D
N. Beacon EB	C	F	C	F
left	C	F	C	F
through	B	B	B	B
right	B	B	B	B
Brighton WB	C	E	C	E
left	D	C	D	C
through	B	E	B	E
right	B	B	B	B
INTERSECTION	C	E	C	E

Table 8 - Unsignalized Driveway LOS

APPROACH	AM PEAK	PM PEAK
N. BEACON EASTBOUND	A	A
N BEACON WESTBOUND	A	A
WINGATE DRIVEWAY	B	C

Parking Requirements and Assessment:

Based on the proposed staffing schedule, during a weekday there could theoretically be as many as 77 cars in the parking lot at any one time because of a staffing shift change at 3:00 p.m., if everyone drove alone. However, because there is only a 58% car use for trips to work in the Union Square area, the employee demand is reduced to 41 spaces due to the shift overlap. This would leave 29 spaces to be used by visitors during this peak demand hour. It is noted that peak visitation demand during a weekday occurs in the early evening and not during this shift overlap. It can be deduced from Saturday ITE rates and staffing schedule that no more than 20 visitors would probably require parking during the weekday parking peak demand hour. The resulting weekday peak hour, which assumes 58% car use and employee/visitor simultaneous peak hour, equals 61 spaces occupied during a peak hour. This is the absolute worse case scenario. Because of the make-up of the staff (most are lower-paid employees), the actual number of cars owned would be lesser than that assumed in this estimation. This suggests that the 61 spaces needed would be even lower. Nine spaces would be vacant. The peak space demand based on ITE Parking Generation Rates is (0.35 max. x # of beds) 43. This figure includes employees and visitors.

The weekend employee shift overlap accounts for only 38 spaces. Again, reducing this to 58% car use results in 22 occupied spaces. The ITE Parking Generation Report shows Saturday peak as high demand. The maximum number of spaces that would be occupied, according to the ITE study, would be (0.60 x # of beds) 74. This includes employees and visitors. This is reduced to 58% and yields 43 spaces occupied during peak demand hour. The following, Table 9, summarizes the results.

Table 9 - Peak Period Parking Demand

Peak Period	Available Spaces	Occupied Spaces	Vacant Spaces
Weekday	70	61	9
Saturday	70	43	27

Traffic/Parking Mitigation Measures:

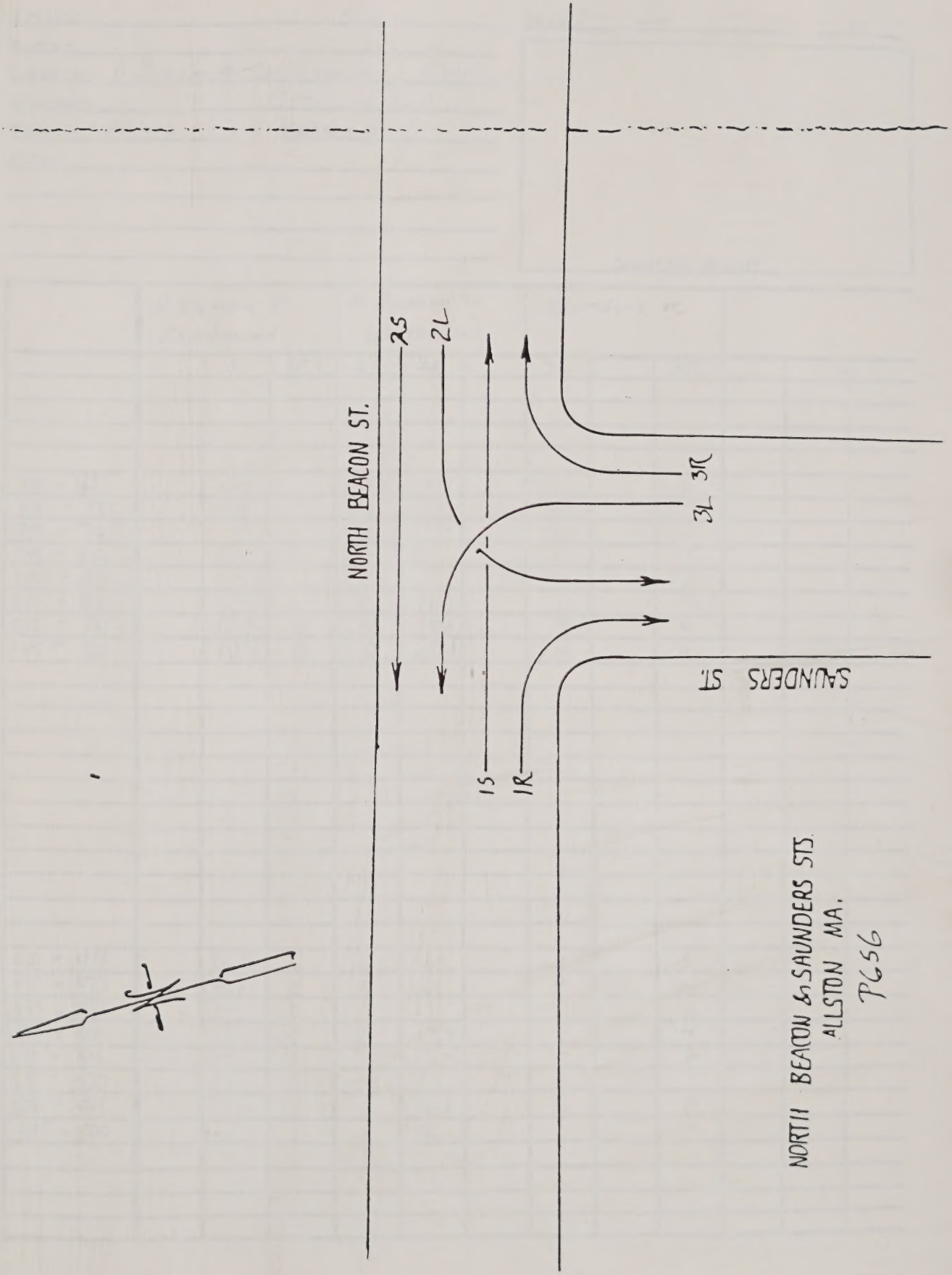
Construction Period Traffic/Parking Mitigation:
It is expected that all construction period traffic will travel on North Beacon Street unimpeded. Exceptions to this will be during utility work and entrance construction. The building and facility grounds construction work will occur on the project site. All heavy machinery operators and personnel will park their equipment on the grounds of the proposed facility. For about the first month of construction, access to the site will be via the existing east curb cut. During this time the new curb cut will be made and access will be by the new entrance thereafter. The construction personnel will travel to the site via Union Square to North Beacon Street. These personnel will be encouraged to used the wide array of mass transit available to this area.

The utility connections that are required is not expected to cause traffic flow problems. The contractor will schedule this work during off-peak weekday hours. The utility tie-in for water and sewer may require a day of off-peak alternating one-way traffic on North Beacon Street with a uniformed officer directing traffic. All other construction activities should not reduce the number of travel lanes. A detailed outline of all construction mitigation procedures has been developed by the contractor and is titled "Construction Impacts".

Overall Traffic Mitigation:
The articles discussed in this report are intended to answer several questions regarding traffic and parking mitigation for the proposed facility. As shown, generated traffic will not affect the existing roadway or adjacent intersections in any way noticeable to the motoring public. The transit services in the area adequately reduce the vehicle trips that could be generated. This could perhaps be increased even further if a monthly subsidy was offered to the employees for public transportation use.

Overall Parking Mitigation:
As described above, parking for the facility is not expected to spill over onto local streets. One possible measure that may need to be taken is to disallow parking on the south side of North Beacon Street immediately in front of the property between the two driveways. This would allow for adequate site distances for approaching vehicles. This would eliminate as many as 20 parking spaces. Presently, there does not appear to be a heavy demand for parking at this location. If any additional parking is required for the facility, the designers have set aside an area of property on site that could be developed into additional parking. This could increase the total parking on the site by at least 20 spaces.

Appendix A


NORTH BEACON ST.
2S
2L
1S
1R
3L
3R
SAUNDERS ST.
NORTH BEACON & SAUNDERS STS.
ALLSTON MA.
PG56

Project

Survey

Location N Beacon & Saunders St Allston

Direction [illegible]

Time 7-9 & 4-6 Weather [illegible]

Notes

Date [illegible] Sheet [illegible]

Location Sketch

	N Beacon St Eastbound		N. Beacon St Westbound		Saunders St		
	1S	1R	2L	2S	3L		3R
700 - 715	104	0	0	7[illegible]	[illegible]		[illegible]
715 - 730	105	0	0	7[illegible]	10		[illegible]
730 - 745	[illegible]	[illegible]	0	15[illegible]	1[illegible]		4
745 - 800	12[illegible]	0	0	1[illegible]	1[illegible]		[illegible]
800 - 815	[illegible]	[illegible]	0	1[illegible]	1[illegible]		[illegible]
815 - 830	10[illegible]	0	0	16[illegible]	11		6
830 - 845	16[illegible]	0	0	19[illegible]	9		4
845 - 900	107	0	0	201	4		4
		[illegible]		[illegible]			
		[illegible]		[illegible]			
		[illegible]		[illegible]			
		[illegible]		[illegible]			
		[illegible]		[illegible]			
400 - 415	160	0	0	18[illegible]	[illegible]		[illegible]
415 - 430	16[illegible]	0	0	1[illegible]	[illegible]		[illegible]
430 - 445	1[illegible]	0	[illegible]	1[illegible]	0		6
445 - 500	15[illegible]	0	0	174	5		4
500 - 515	14	[illegible]	[illegible]	174	[illegible]		4
515 - 530	17[illegible]	[illegible]	[illegible]	1[illegible]			[illegible]
530 - 545	1[illegible]	[illegible]	[illegible]	161	0		8
545 - 600	[illegible]	[illegible]		16[illegible]	[illegible]		[illegible]

427-1652

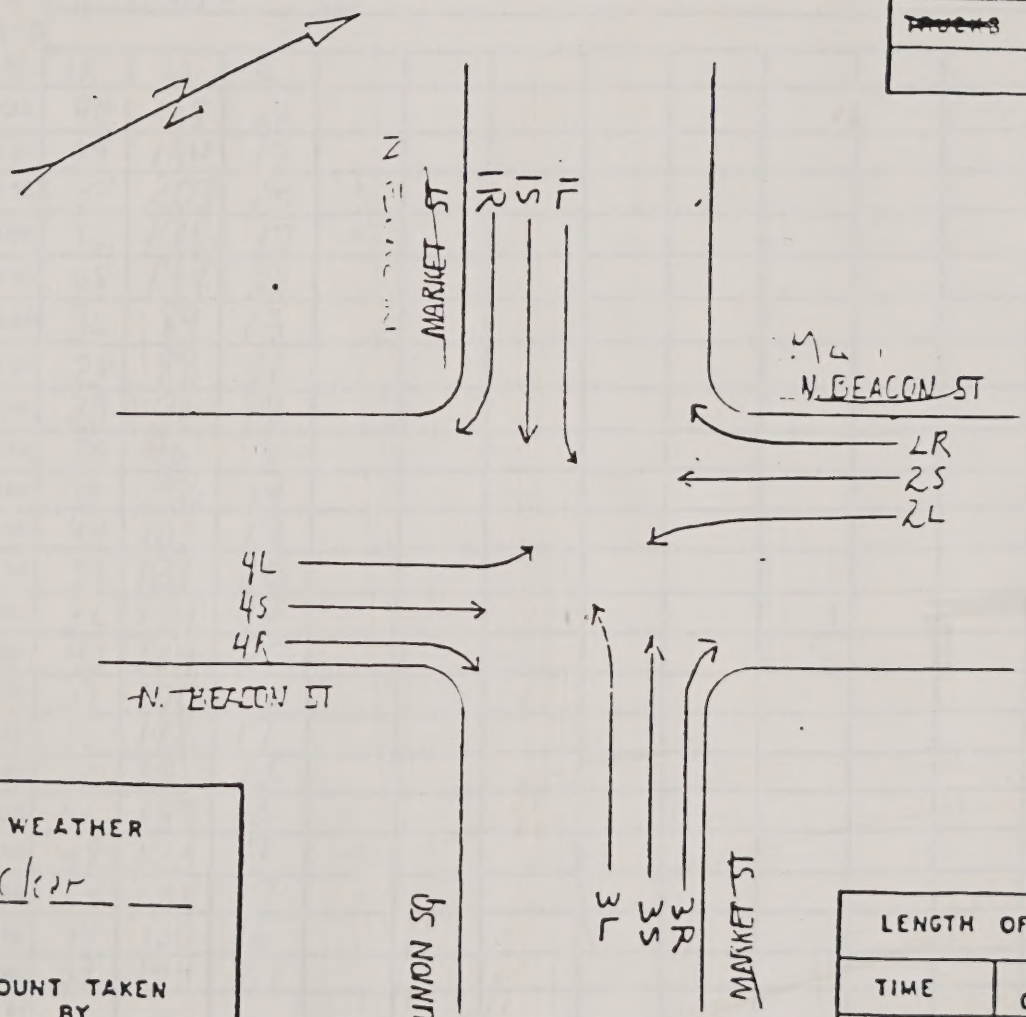
INT. NO. #187

INTERSECTION Market & N. Beacon Brighton

DATE 4/27/87 DAY OF WEEK M

INTERSECTION TURNING MOVEMENT COUNT =87034

VEHICLES COUNTED	
ALL	X
~~PASS. CARS~~	
~~TRUCKS~~	~~(X)~~



WEATHER
Clear

COUNT TAKEN BY
KT

LENGTH OF COUNT	
TIME	NUMBER OF HOURS
7AM-6PM	11

STREET	ENTERING VOLUME	FLOW PERCENT	COMMENTS
1) N. BEACON EB	3966	14.76	
2) MARKET SB	8547	31.80	
3) N. BEACON WB	5519	20.53	
4) MARKET NB	8846	32.91	
TOTAL	26878	100.00	

HOWARD/STEIN-HUDSON ASSOCIATES
TRAFFIC ENGINEERS/TRANSPORTATION PLANNERS

Leo Sullivan 427-1652

STA. NO.

TRAFFIC MOVEMENT SUMMARY TABLI

LOCATION Market St & N Beacon St CITY OR TOWN

DATE 4/27/87 DAY OF WEEK Mon WEATHER Clear RECORDER KJ

TIME STARTS -- M	N. Beacon St EB												TOTA HALF H TALL
	1R	1S	1L										
7:00-7:30	40	138	26										204
7:30-8:00	39	194	17										250
8:00-8:30	38	207	20										265
8:30-9:00	36	175	17										228
9:00-9:30	48	114	21										183
9:30-10:00	36	89	13										138
10:00-10:30	28	88	11										127
10:30-11:00	29	76	18										12[illegible]
11:00-11:30	29	96	9										134
11:30-12:00	30	82	14										126
12:00-12:30	44	103	17										164
12:30-1:00	39	121	20										172
1:00-1:30	36	114	18										168
1:30-2:00	45	119	22										184
2:00-2:30	37	100	16										15[illegible]
2:30-3:00	36	112	17										16[illegible]
3:00-3:30	32	107	25										164
3:30-4:00	41	157	15										21[illegible]
4:00-4:30	48	125	7										180
4:30-5:00	54	131	17										202
5:00-5:30	44	130	16										190
5:30-6:00	58	144	21										26[illegible]
6:00-6:30													
6:30-7:00													
7:00-7:30													
7:30-8:00													
8:00-8:30													
8:30-9:00													
9:00-9:30													
9:30-10:00													
10:00-10:30													
10:30-11:00													
TOTAL	861	2722	383										GRAN TOTA
TOTAL %													39.6

HOWARD/STEIN-HUDSON ASSOCIATES
TRAFFIC ENGINEERS/TRANSPORTATION PLANNERS

Leo Sullivan 427-1652

STA NO

TRAFFIC MOVEMENT SUMMARY TABLE

LOCATION Market St & W Brown St CITY OR TOWN (B)

DATE 4/27/87 DAY OF WEEK Mon WEATHER clear RECORDER KT

TIME STARTS	Market St NB												TOTAL HALF HOUR TALLIES
M	45	43	42										
7:00-7:30	42	302	28										37
7:30-8:00	55	362	43										46
8:00-8:30	52	390	64										50
8:30-9:00	55	336	43										43
9:00-9:30	45	279	46										37
9:30-10:00	48	264	39										35
10:00-10:30	48	218	33										29
10:30-11:00	39	234	29										30
11:00-11:30	34	241	42										31
11:30-12:00	42	268	33										34
12:00-12:30	68	294	37										39
12:30-1:00	55	328	42										43
1:00-1:30	54	355	43										46
1:30-2:00	54	286	35										37
2:00-2:30	48	295	44										38
2:30-3:00	38	266	48										35
3:00-3:30	60	343	44										44
3:30-4:00	62	347	37										42
4:00-4:30	51	324	45										42
4:30-5:00	51	355	30										43
5:00-5:30	47	362	36										44
5:30-6:00	60	388	52										50
6:00-6:30													
6:30-7:00													
7:00-7:30													
7:30-8:00													
8:00-8:30													
8:30-9:00													
9:00-9:30													
9:30-10:00													
10:00-10:30													
10:30-11:00													
TOTAL	1108	8845	893										GRAND TOTAL
TOTAL													8854

HOWARD/STEIN-HUDSON ASSOCIATES
TRAFFIC ENGINEERS/TRANSPORTATION PLANNERS

Leo Sullivan 427-1652

STA NO.

TRAFFIC MOVEMENT SUMMARY TABL

LOCATION Market Side N Beacon St CITY OR TOWN Brighton

DATE 4/27 DAY OF WEEK Mon WEATHER Clear RECORDER KT

#87034

TIME STARTS __ M	Market St SB												TOT HALF TAL
	28	25	2L										
7:00-7:30	10	240	52										30
7:30-8:00	13	272	56										34
8:00-8:30	16	271	86										37
8:30-9:00	25	269	74										36
9:00-9:30	21	255	73										34
9:30-10:00	18	231	72										32
10:00-10:30	21	212	46										27
10:30-11:00	13	240	41										29
11:00-11:30	23	241	69										33
11:30-12:00	32	283	87										40
12:00-12:30	28	277	66										37
12:30-1:00	33	259	49										34
1:00-1:30	29	268	53										35
1:30-2:00	35	298	80										41
2:00-2:30	21	307	86										41
2:30-3:00	27	299	64										39
3:00-3:30	32	351	77										46
3:30-4:00	39	336	79										45
4:00-4:30	21	316	78										41
4:30-5:00	31	373	61										46
5:00-5:30	36	402	78										51
5:30-6:00	49	454	93										59
6:00-6:30													
6:30-7:00													
7:00-7:30													
7:30-8:00													
8:00-8:30													
8:30-9:00													
9:00-9:30													
9:30-10:00													
10:00-10:30													
10:30-11:00													
TOTAL	573	6454	1520										GRAN TOTA
TOTAL OF													8547

HOWARD/STEIN-HUDSON ASSOCIATES
TRAFFIC ENGINEERS/TRANSPORTATION PLANNERS

Leo Sullivan 427-1652

STA. NO.

TRAFFIC MOVEMENT SUMMARY TABLE

LOCATION Market St & N Beacon St CITY OR TOWN (B)

DATE 4/23/87 DAY OF WEEK Mon WEATHER Clear RECORDER KT

TIME STARTS	N. Beacon St WB												TOTA HALF HO TALL
— — M	3R	3S	3L										
7:00-7:30	42	126	26										194
7:30-8:00	68	136	39										24[illegible]
8:00-8:30	51	135	42										228
8:30-9:00	62	118	24										204
9:00-9:30	41	103	32										176
9:30-10:00	48	88	33										16[illegible]
10:00-10:30	47	94	30										171
10:30-11:00	41	101	44										2[illegible]
11:00-11:30	69	99	30										198
11:30-12:00	69	107	38										21[illegible]
12:00-12:30	88	130	58										27[illegible]
12:30-1:00	62	148	39										24[illegible]
1:00-1:30	67	140	49										25[illegible]
1:30-2:00	88	134	38										2[illegible]
2:00-2:30	89	114	30										23[illegible]
2:30-3:00	69	131	28										22[illegible]
3:00-3:30	92	177	42										311
3:30-4:00	102	144	54										30[illegible]
4:00-4:30	94	153	59										306
4:30-5:00	109	151	60										32[illegible]
5:00-5:30	100	172	88										36[illegible]
5:30-6:00	121	190	107										41[illegible]
6:00-6:30													
6:30-7:00													
7:00-7:30													
7:30-8:00													
8:00-8:30													
8:30-9:00													
9:00-9:30													
9:30-10:00													
10:00-10:30													
10:30-11:00													
TOTAL	1638	2891	990										GRA TOT
TOTAL													551[illegible]

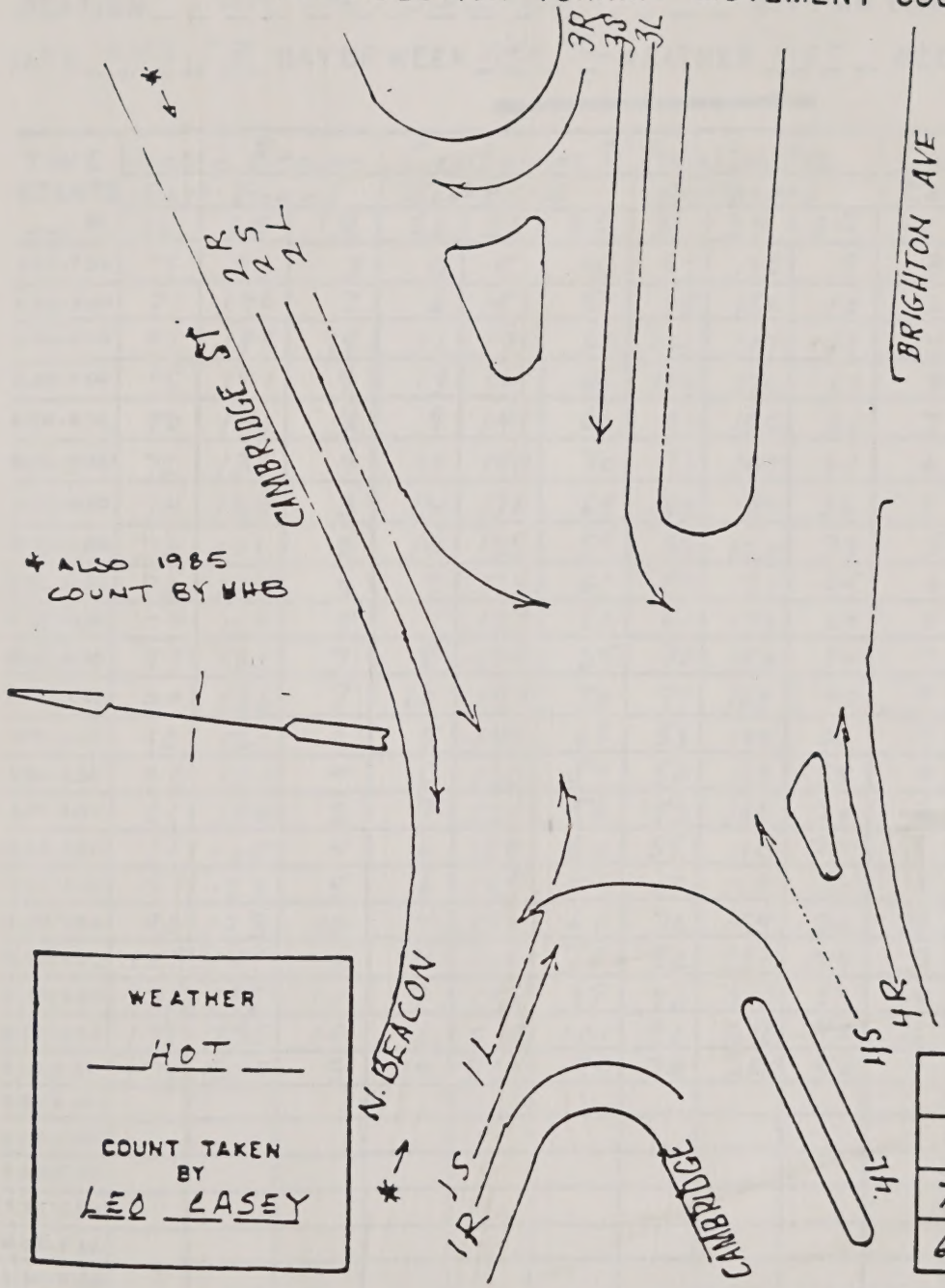
HOWARD/STEIN-HUDSON ASSOCIATES
TRAFFIC ENGINEERS/TRANSPORTATION PLANNERS

INT. NO. #186

BRIGHTON

DATE AUG 7-8 DAY OF WEEK Wed 1988

INTERSECTION TURNING MOVEMENT COUNT



VEHICLES COUNT	
ALL	
~~PASS CARS~~	
~~TRUCKS~~	

LENGTH OF COUNT	
TIME	NUMBER OF HOURS
7:00 AM	11
6:00 PM	

WEATHER

HOT

COUNT TAKEN BY

LEO CASEY

STREET	ENTERING VOLUME	FLOW PERCENT
N. BEACON	5304	22.8
CAMBRIDGE WEST	5075	21.9
BRIGHTON AVE	5669	24.4
CAMBRIDGE EAST	7173	30.9
	23221	100.0

COMMENTS

TRAFFIC MOVEMENT SUMMARY TABL

LOCATION UNION SQUARE CITY OR TOWN BRIGHTON

DATE AUG 7-8 DAY OF WEEK Wed Thu WEATHER HOT RECORDER LEO CA

89226

TIME STARTS	North Beacon East bound			Cambridge St West bound			Brighton Ave Westbound			Cambridge St East bound			TOTA HALF HO TALL
HR	1L	1S	1R	2L	2S	2R	3L	3S	3R	4L	4S	4R	
7:00-7:30	75	93	3	0	151	46	64	136	9	3	136	50	7
7:30-8:00	81	140	7	6	153	51	95	154	10	2	217	102	10
8:00-8:30	91	189	15	11	173	60	121	187	13	4	304	152	12
8:30-9:00	95	181	9	13	168	65	104	170	23	8	220	129	11
9:00-9:30	80	140	2	9	145	61	91	152	26	7	184	134	10
9:30-10:00	72	133	4	10	140	70	77	145	31	6	170	121	9
10:00-10:30	74	120	3	14	136	69	62	134	36	5	152	117	9
10:30-11:00	70	111	2	10	125	59	55	120	23	5	150	104	8
11:00-11:30	72	114	3	7	129	61	59	121	25	6	155	99	8
11:30-12:00	77	124	5	7	137	60	61	130	29	5	159	114	9
12:00-12:30	89	130	7	8	145	65	70	150	34	7	166	129	10
12:30-1:00	99	136	7	10	154	70	77	168	40	9	175	140	10
1:00-1:30	90	121	3	5	142	62	58	124	26	7	151	123	9
1:30-2:00	80	111	4	6	130	54	50	119	29	4	138	129	8
2:00-2:30	76	106	2	7	121	56	52	105	20	2	133	115	7
2:30-3:00	70	105	4	6	124	50	58	115	24	5	140	119	9
3:00-3:30	71	123	5	6	129	54	63	129	30	8	145	123	8
3:30-4:00	90	123	10	4	154	61	70	159	36	10	149	150	10
4:00-4:30	101	141	6	4	165	70	82	181	44	9	189	166	11
4:30-5:00	136	198	10	7	190	88	90	202	53	14	299	149	14
5:00-5:30	178	290	10	11	275	101	91	268	40	16	389	140	17
5:30-6:00	170	249	5	14	277	95	70	260	40	9	368	120	16
6:00-6:30													
6:30-7:00													
7:00-7:30													
7:30-8:00													
8:00-8:30													
8:30-9:00													
9:00-9:30													
9:30-10:00													
10:00-10:30													
10:30-11:00													
TOTAL	2016	3162	126	175	3463	1437	1609	3429	640	151	4288	2734	GRAN TOTA
TOTAL OF L S & R		5304			5075			5669			7173		2322

CHC PARKING/SCHEDULE ANALYSIS:
DATE: 1/92 BEDS: 123 PAGE: 1
TOTAL STAFF PER DEPARTMENT PER HOUR IN BUILDING:MONDAY THRU FRIDAY

	RN/LPN	NURSE AIDES	DIETARY	HSKPNG	ADMINST	ADH	TOTAL/HR	TOT.STAFF TRIPS/DAY TOT IN	TOT OUT
12:00 AM	3	5	0	0	0	0	8	0	0
1:00	3	5	0	0	0	0	8	0	0
2:00	3	5	0	0	0	0	8	0	0
3:00	3	5	0	0	0	0	8	0	0
4:00	3	5	0	0	0	0	8	0	0
5:00	3	5	0	0	0	0	8	0	0
6:00	3	5	2	0	0	0	10	2	0
7:00	8	20	7	0	0	0	35	33	8
8:00	8	20	7	9	0	3	47	12	0
9:00	8	20	7	9	20	3	67	20	0
10:00	8	20	7	9	28	3	75	8	0
11:00	8	20	7	11	28	5	79	4	0
12:00PM	8	20	7	11	28	5	79	0	0
1:00	8	20	7	11	28	3	77	0	2
2:00	8	20	7	11	28	3	77	0	0
3:00	4	13	6	11	28	3	65	23	35
4:00	4	13	6	2	28	0	53	0	12
5:00	4	13	6	2	5	0	30	0	23
6:00	4	13	6	2	0	0	25	0	5
7:00	4	13	6	0	0	0	23	0	2
8:00	4	13	0	0	0	0	17	0	6
9:00	4	13	0	0	0	0	17	0	0
10:00	4	13	0	0	0	0	17	0	0
11:00	3	5	0	0	0	0	8	8	17
TOT/DAY:	15	38	13	11	28	5	110	110	110

VISITING HOURS: 11:00 AM to 8:00 PM
ADMINISTRATION includes: Administrator, Admissions, Clerical, Social ServiceTherapy, Maintenance and

CHC PARKING/SCHEDULE ANALYSIS:
DATE: 1/92 BEDS: 123 PAGE: 2 WEEKENDS:
TOTAL STAFF PER DEPARTMENT PER HOUR IN BUILDING: SATURDAY/SUNDAY

	RN/LPN	NURSE AID	DIETARY	HSKPNG	ADMINST	ADH	TOTAL/HR	TOT. STAFF TRIPS/DAY TOT IN	TOT OUT
12:00 AM	3	5	0	0	0	0	8	0	0
1:00	3	5	0	0	0	0	8	0	0
2:00	3	5	0	0	0	0	8	0	0
3:00	3	5	0	0	0	0	8	0	0
4:00	3	5	0	0	0	0	8	0	0
5:00	3	5	0	0	0	0	8	0	0
6:00	3	5	2	0	0	0	10	2	0
7:00	4	17	6	0	0	0	27	25	8
8:00	4	17	6	7	0	0	34	7	0
9:00	4	17	6	7	1	0	35	1	0
10:00	4	17	6	7	1	0	35	0	0
11:00	4	17	6	7	1	0	35	0	0
12:00PM	4	17	6	7	1	0	35	0	0
1:00	4	17	6	7	1	0	35	0	0
2:00	4	17	6	7	1	0	35	6	6
3:00	3	13	6	7	1	0	30	16	21
4:00	3	13	6	2	1	0	25	2	7
5:00	3	13	6	2	1	0	25	1	1
6:00	3	13	6	2	1	0	25	0	0
7:00	3	13	6	0	1	0	23	0	2
8:00	3	13	0	0	1	0	17	0	6
9:00	3	13	0	0	0	0	16	0	1
10:00	3	13	0	0	0	0	16	0	0
11:00	3	5	0	0	0	0	8	8	16
TOT/DAY:	10	35	12	9	2	0	68	68	68

VISITING HOURS: 11:00 to 8:00 PM
ADMINISTRATION includes: Receptionist

INTERSECTION LEVEL OF SERVICE (LOS) DESIGNATIONS[1]

Level of Service	Description	Delay Range[2] (Seconds per Vehicle)	Reserve Capacity[3] (Vehicles per Hour)
LOS A	Describes a condition of free flow, with low volumes and relatively high speeds. There is little or no reduction in maneuverability due to the presence of other vehicles, and drivers can maintain their desired speeds with little or no delay.	0.0-5.0	400
LOS B	Describes a condition of stable flow, with desired operating speeds relatively unaffected, but with a slight deterioration of maneuverability within the traffic stream.	5.1-15.0	300-399
LOS C	Describes a condition still representing stable flow, but speeds and maneuverability begin to be restricted. The general level of comfort begins to deteriorate noticeably at this level.	15.1-25.0	200-299
LOS D	Describes a high-density traffic condition approaching unstable flow. Speeds and maneuverability become more seriously restricted, and the driver experiences a poor level of comfort.	25.1-40.0	100-199
LOS E	Represents conditions at or near the capacity of the facility. Flow is usually unstable, and freedom to maneuver within the traffic stream becomes extremely difficult.	40.1-60.0	0-99
LOS F	Describes forced-flow or breakdown conditions with queuing along critical approaches. Operating conditions are highly unstable as characterized by erratic vehicle movements along each approach.	60.1 or greater	NA

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1 Source: Transportation Research Board, Highway Capacity Manual, Special Report 209, National Research Council, 1985.

2 Delay ranges relate to the mean stopped delay incurred by all vehicles entering the intersection for the movement or movements under consideration and do not consider the effects of traffic signal coordination. This criterion is intended for use in the evaluation of signalized intersections.

3 Reserve capacity refers to the unused capacity of the minor approach, on a per lane basis. This criterion is limited to use in the evaluation of unsignalized intersections.

Howard/Stein-Hudson USING CINCH (VER 2.0) BY SASAKI ASSOCIATES, INC.
01-01-2000 00:30:05

PROJECT NAME: WINGATE AT BRIGHTON PROJECT NUMBER: 89-104 BY: DMM

1985 HCM — CHAPTER 9: SIGNALIZED

MARKET/N. BEACON EXISTING AM

LAST DATA SET NAMES LOADED OR SAVED
VOLUME=markame GEOMETRICS=markame SIGNAL=markame
LOCATED IN CBD:Y

VOLUME & GEOMETRICS

	VOLUMES				# OF LANES			LANE WIDTH			CROSS
DIR	LT	TH	RT	TOTAL	LT	TH	RT	LT	TH	RT	WALK
EB	37	382	74	493	1	1	0	9.0	15.0	0.0	0
WB	66	253	113	432	1	1	0	9.0	15.0	0.0	0
NB	107	726	107	940	1	1	0	12.0	15.0	0.0	0
SB	160	540	41	741	1	1	0	12.0	15.0	0.0	0

TOTAL VOLUME = 2606

TRAFFIC & ROADWAY CONDITIONS

			ADJ PARK			PEDESTRIANS		ARR
DIR	GRADE	%HV	Y/N	MOVES	BUSES	PHF	CROSS BUT MIN TIME	TYPE
EB	0.0%	5.0%		0	0	.950	0 7.0	3
WB	0.0%	5.0%		0	0	.950	0 7.0	3
NB	0.0%	5.0%		0	0	.950	0 7.0	3
SB	0.0%	5.0%		0	0	.950	0 7.0	3

PHASINGS

	EASTBOUND				WESTBOUND				NORTHBOUND				SOUTHBOUND				GREEN	Y+R	PRE/ACT
	l	t	r	p	l	t	r	p	l	t	r	p	l	t	r	p			
1	*	*	*		*	*	*										29.8	3	P
2									*	*	*		*	*	*		54.2	3	P

CYCLE= 90.0 LOST= 6.0 SUM V/S CRIT= 0.87 TOTAL V/C= 0.93

LEVEL OF SERVICE WORKSHEET

LN GROUP	v/c	CM	g/C	C	d1	c	d2	PF	Delay	LOS	Avg Q	95
LT	0.21		0.33	90.0	16.45	183	0.00	1.00	16.45	C	0.7	3
TH-RT	0.85	*	0.33	90.0	21.33	562	9.99	1.00	31.32	D	9.4	29
LT	0.55		0.33	90.0	18.67	127	2.16	1.00	20.83	C	1.2	4
TH-RT	0.70		0.33	90.0	19.92	549	3.29	1.00	23.22	C	6.5	20
LT	0.33		0.60	90.0	6.74	345	0.00	1.00	6.74	B	1.1	4
TH-RT	0.85		0.60	90.0	11.15	1027	5.87	1.00	17.02	C	9.8	30
LT	0.97	*	0.60	90.0	13.07	173	46.60	1.00	59.67	E	4.5	14
TH-RT	0.59		0.60	90.0	8.40	1036	0.59	1.00	8.99	B	6.1	19

[illegible] LOS
[illegible] D
[illegible] C
[illegible] C
[illegible] C

[illegible] ON DELAY = 20.89 INTERSECTION LOS=C

[illegible] Associates
[illegible] Transportation Planners

Howard/Stein-Hudson USING CINCH (VER 2.0) BY SASAKI ASSOCIATES, INC.
01-01-2000 00:32:59
PROJECT NAME: WINGATE AT BRIGHTON PROJECT NUMBER: 89-104 BY: DMM

1985 HCM — CHAPTER 9: SIGNALIZED

MARKET/N. BEACON PUT AM

LAST DATA SET NAMES LOADED OR SAVED
VOLUME=markamp GEOMETRICS=markpmp SIGNAL=markamp
LOCATED IN CBD:Y

VOLUME & GEOMETRICS

DIR	VOLUMES LT	TH	RT	TOTAL	# OF LANES LT	TH	RT	LANE WIDTH LT	TH	RT	CROSS WALK
EB	37	369	74	500	1	1	0	9.0	15.0	0.0	0
WB	66	255	114	435	1	1	0	9.0	15.0	0.0	0
NB	107	726	109	942	1	1	0	12.0	15.0	0.0	0
SB	163	540	41	744	1	1	0	12.0	15.0	0.0	0

TOTAL VOLUME = 2621

TRAFFIC & ROADWAY CONDITIONS

DIR	GRADE	%HV	ADJ PARK Y/N	MOVES	BUSES	PHF	PEDESTRIANS CROSS	BUT	MIN TIME	ARR TYPE
EB	0.0%	5.0%		0	0	.950	0		7.0	3
WB	0.0%	5.0%		0	0	.950	0		7.0	3
NB	0.0%	5.0%		0	0	.950	0		7.0	3
SB	0.0%	5.0%		0	0	.950	0		7.0	3

PHASINGS

	EASTBOUND l	t	r	p	WESTBOUND l	t	r	p	NORTHBOUND l	t	r	p	SOUTHBOUND l	t	r	p	GREEN	Y+R	PRE/ACT
1	*	*	*		*	*	*										28.9	3	P
2									*	*	*		*	*	*		55.1	3	P

CYCLE= 90.0 LOST= 6.0 SUM V/S CRIT= 0.87 TOTAL V/C= 0.93

LEVEL OF SERVICE WORKSHEET

DIR	LN GROUP	v/c	CM	g/C	C	d1	c	d2	PF	Delay	LOS	Avg Q	95%
EB	LT	0.23		0.32	90.0	17.01	171	0.00	1.00	17.01	C	0.7	3
EB	TH-RT	0.89	*	0.32	90.0	22.11	545	13.78	1.00	35.90	D	10.5	32
WB	LT	0.61		0.32	90.0	19.64	113	6.93	1.00	26.57	D	1.3	5
WB	TH-RT	0.73		0.32	90.0	20.58	532	4.22	1.00	24.81	C	6.8	21
NB	LT	0.32		0.61	90.0	6.38	356	0.00	1.00	6.38	B	1.1	4
NB	TH-RT	0.84		0.61	90.0	10.62	1044	5.25	1.00	15.87	C	9.3	29
SB	LT	0.95	*	0.61	90.0	12.25	181	40.46	1.00	52.71	E	4.1	13
SB	TH-RT	0.58		0.61	90.0	7.98	1053	0.50	1.00	8.48	B	5.9	19

DIR	Delay	LOS
EB	34.50	D
WB	25.08	D
NB	14.79	B
SB	18.17	C

INTERSECTION DELAY = 21.22 INTERSECTION LOS=C

Howard/Stein-Hudson USING CINCH (VER 2.0) BY SASAKI ASSOCIATES, INC.
01-01-2000 00:39:08
PROJECT NAME: WINGATE AT BRIGHTON PROJECT NUMBER: 89-104 BY: DMM

1985 HCM - CHAPTER 9: SIGNALIZED

MARKET/N. BEACON EXISTING PM

LAST DATA SET NAMES LOADED OR SAVED
VOLUME=markpme GEOMETRICS=markame SIGNAL=markpme
LOCATED IN CBD:Y

VOLUME & GEOMETRICS

DIR	VOLUMES LT	TH	RT	TOTAL	# OF LANES LT	TH	RT	LANE WIDTH LT	TH	RT	CROSS WALK
EB	43	274	102	419	1	1	0	9.0	15.0	0.0	0
WB	195	362	221	778	1	1	0	9.0	15.0	0.0	0
NB	88	750	107	945	1	1	0	12.0	15.0	0.0	0
SB	171	856	85	1112	1	1	0	12.0	15.0	0.0	0

TOTAL VOLUME = 3254

TRAFFIC & ROADWAY CONDITIONS

DIR	GRADE	%HV	ADJ PARK Y/N	MOVES	BUSES	PHF	PEDESTRIANS CROSS	BUT	MIN TIME	ARR TYPE
EB	0.0%	5.0%		0	0	.950	0		7.0	3
WB	0.0%	5.0%		0	0	.950	0		7.0	3
NB	0.0%	5.0%		0	0	.950	0		7.0	3
SB	0.0%	5.0%		0	0	.950	0		7.0	3

PHASINGS

	EASTBOUND l	t	r	p	WESTBOUND l	t	r	p	NORTHBOUND l	t	r	p	SOUTHBOUND l	t	r	p	GREEN	Y+R	PRE/ACT
1	*	*	*		*	*	*										30.3	3	P
2									*	*	*		*	*	*		53.7	3	P

CYCLE= 90.0 LOST= 6.0 SUM V/S CRIT= 1.08 TOTAL V/C= 1.15

LEVEL OF SERVICE WORKSHEET

DIR	LN GROUP	v/c	CM	g/C	C	d1	c	d2	PF	Delay	LOS	Avg Q	95%
EB	LT	0.72		0.34	90.0	19.83	63	26.27	1.00	46.10	E	1.1	4
EB	TH-RT	0.70		0.34	90.0	19.73	561	3.32	1.00	23.05	C	6.6	21
WB	LT	1.13	*	0.34	90.0	24.26	182	83.67	1.00	107.92	F	9.7	30
WB	TH-RT	1.11		0.34	90.0	24.05	552	57.20	1.00	81.25	F	23.1	70
NB	LT	0.86		0.60	90.0	11.47	107	37.98	1.00	49.45	E	2.1	7
NB	TH-RT	0.89		0.60	90.0	11.81	1018	7.72	1.00	19.53	C	10.9	34
SB	LT	1.17	*	0.60	90.0	18.40	154	100.16	1.00	118.56	F	8.6	27
SB	TH-RT	0.97		0.60	90.0	13.17	1023	16.11	1.00	29.28	D	15.5	47

DIR	Delay	LOS
EB	25.41	D
WB	87.93	F
NB	22.31	C
SB	43.01	E

INTERSECTION DELAY = 45.47 INTERSECTION LOS=E

Howard/Stein-Hudson USING CINCH (VER 2.0) BY SASAKI ASSOCIATES, INC.
01-01-2000 00:42:21

PROJECT NAME: WINGATE AT BRIGHTON PROJECT NUMBER: 89-104 BY: DMM

1985 HCM — CHAPTER 9: SIGNALIZED

[illegible]

LAST DATA SET NAMES LOADED OR SAVED
[illegible] GEOMETRICS=rank1prp SIGNAL=rank1prp
LOCATED IN DELAY

VOLUME & GEOMETRICS

	VOLUMES				# OF LANES			LANE WIDTH			CROSS
DIR	LT	TH	RT	TOTAL	LT	TH	RT	LT	TH	RT	WALK
EB	47	279	102	424	1	1	0	9.0	15.0	0.0	0
WB	199	369	226	793	1	1	0	9.0	15.0	0.0	0
NB	88	750	108	946	1	1	0	12.0	15.0	0.0	0
SB	174	856	85	1115	1	1	0	12.0	15.0	0.0	0

TOTAL VOLUME = 3278

TRAFFIC & ROADWAY CONDITIONS

			ADJ PARK			PEDESTRIANS			ARR
DIR	GRADE	%HV	Y/N	MOVES	BUSES	PHF	CROSS	BUT MIN TIME	TYPE
EB	0.0%	5.0%		0	0	.950	0	7.0	3
WB	0.0%	5.0%		0	0	.950	0	7.0	3
NB	0.0%	5.0%		0	0	.950	0	7.0	3
SB	0.0%	5.0%		0	0	.950	0	7.0	3

PHASINGS

	EASTBOUND				WESTBOUND				NORTHBOUND				SOUTHBOUND				GREEN	Y+R	PRE/ACT
	l	t	r	p	l	t	r	p	l	t	r	p	l	t	r	p			
1	*	*	*		*	*	*										30.3	3	P
2									*	*	*		*	*	*		53.7	3	P

CYCLE= 90.0 LOST= 6.0 SUM V/S CRIT= 1.10 TOTAL V/C= 1.18

LEVEL OF SERVICE WORKSHEET

DIR	LN GROUP	v/c	CM	g/C	C	d1	c	d2	PF	Delay	LOS	Avg Q	95% Q
EB	LT	0.72		0.34	90.0	19.83	63	26.27	1.00	46.10	E	1.1	4
EB	TH-RT	0.71		0.34	90.0	19.81	562	3.55	1.00	23.36	C	6.7	21
WB	LT	1.17	*	0.34	90.0	24.76	179	94.75	1.00	119.52	F	10.7	33
WB	TH-RT	1.13		0.34	90.0	24.35	552	63.86	1.00	88.21	F	25.1	76
NB	LT	0.86		0.60	90.0	11.47	107	37.98	1.00	49.45	E	2.1	7
NB	TH-RT	0.89		0.60	90.0	11.82	1018	7.80	1.00	19.62	C	11.0	34
SB	LT	1.19	*	0.60	90.0	19.36	153	107.58	1.00	126.94	F	9.3	29
SB	TH-RT	0.97		0.60	90.0	13.17	1023	16.11	1.00	29.28	D	15.5	47

DIR	Delay	LOS
EB	35.67	D
WB	96.03	F
NB	22.40	C
SB	44.52	E

INTERSECTION DELAY = 48.16 INTERSECTION LOS=E

[illegible] USING CINCH (VER 2.0) BY SASAKI ASSOCIATES, INC.
01-01-2000 00:58:59
PROJECT NAME: WINDATE AT BRIGHTON PROJECT NUMBER: 89-104 BY: DMM

1985 HCM — CHAPTER 10 : UNSIGNALIZED

SITE AM PEAK

LAST DATASETS LOADED OR SAVED
VOLUMES:siteam GEOMETRICS:siteam
KEY: A- -B

C

GENERAL CHARACTERISTICS

POPULATION GREATER THAN 250,000: YES
CONTROLS: FROM C: STOP
PREVAILING SPEED: 30 MPH
MAIN STREET # OF LANES: 2 LANES
MAIN STREET APPROACH A - EXCLUSIVE RIGHT TURN LANE: N

MINOR STREET LANES
APPROACH: C: DEVELOPMENT
SHARED LEFT AND RIGHT TURN LANE: YES
LARGE RIGHT TURN RADIUS OR SHALLOW RIGHT TURN ANGLE: NO
RIGHT TURN ACCELERATION LANE ON MAJOR: NO

SIGHT DISTANCE RESTRICTIONS (in seconds)

APPROACH	A: N. BEACON E	B: N. BEACON W	C: DEVELOPMENT
LEFTS	0.00	0.00	0.00
THRUS	0.00	0.00	0.00
RIGHTS	0.00	0.00	0.00

VOLUMES

APPROACH	A: N. BEACON E			B: N. BEACON W			C: DEVELOPMENT		
	LT	TH	RT	LT	TH	RT	LT	TH	RT
VOLUME	0	465	12	14	709	0	3	0	4
PHF	0.95			0.95			0.95		
ADJ VOLUME	0	489	13	15	746	0	3	0	4
PERCENT GRADE	0.00			0.00			0.00		
PASS CAR/HR	0			16			3	0	5

SUMMARY OF LEVEL OF SERVICE BY MOVEMENT

MOVEMENT	DEMAND	CAPACITY	RESERVE	LOS	AVG DEL(SEC)	AVG QUEUE
LT FROM B:	16	820	804	A	4.48	0.02
ALL MOVES FROM C:	8	319	311	B	11.59	0.02

TRANSPORTATION PLANNER HRING CINCH (VER 2.0) BY SASSAN ASSOCIATES, INC.
01-01-2000 00:55:55
PROJECT NAME: WINGATE AT BRIGHTON PROJECT NUMBER: BF-104 BY: DMM

1985 HCM - CHAPTER 10 : UNSIGNALIZED

WITH BY PEL

LAT DATABASE LOADED OF SAVED
WILLIAMSBURG GEOMETRICS (TEST)
NEW: BF-HB

GENERAL CHARACTERISTICS

POPULATION GREATER THAN 250,000: YES
CONTROLS: FROM C: STOP
PREVAILING SPEED: 30 MPH
MAIN STREET # OF LANES: 2 LANES
MAIN STREET APPROACH A - EXCLUSIVE RIGHT TURN LANE: N

MINOR STREET LANES
APPROACH: C: DEVELOPMENT
SHARED LEFT AND RIGHT TURN LANE: YES
LARGE RIGHT TURN RADIUS OR SHALLOW RIGHT TURN ANGLE: NO
RIGHT TURN ACCELERATION LANE ON MAJOR: NO

SIGHT DISTANCE RESTRICTIONS (in seconds)

APPROACH	A: N. BEACON E	B: N. BEACON W	C: DEVELOPMENT
LEFTS	0.00	0.00	0.00
THRUS	0.00	0.00	0.00
RIGHTS	0.00	0.00	0.00

VOLUMES

APPROACH	A: N. BEACON E			B: N. BEACON W			C: DEVELOPMENT		
	LT	TH	RT	LT	TH	RT	LT	TH	RT
VOLUME	0	623	9	11	642	0	15	0	12
PHF	0.95			0.95			0.95		
ADJ VOLUME	0	656	9	12	676	0	16	0	13
PERCENT GRADE	0.00			0.00			0.00		
PASS CAR/HR	0			13			17	0	14

SUMMARY OF LEVEL OF SERVICE BY MOVEMENT

MOVEMENT	DEMAND	CAPACITY	RESERVE	LOS	AVG DEL(SEC)	AVG QUEUE
LT FROM B:	13	695	682	A	5.28	0.02
ALL MOVES FROM C:	31	235	204	C	17.65	0.15

Howard/Stein-Hudson USING CINCH (VER 2.0) BY SASAKI ASSOCIATES, INC.
01-01-2000 00:55:51

PROJECT NAME: WINGATE AT BRIGHTON PROJECT NUMBER: 89-104 BY: DMM

1985 HCM — CHAPTER 9: SIGNALIZED

[illegible] SQUARE FOR EXISTING

LAST DATA SET NAMES LOADED OR SAVED
VOL=[illegible] GEOMETRICS=[illegible] SIGNAL=[illegible]
LOCATED IN DELTA

VOLUME & GEOMETRICS

DIR	VOLUMES LT	TH	RT	TOTAL	# OF LANES LT	TH	RT	LANE WIDTH LT	TH	RT	CROSS WALK
EB	748	529	15	892	1	1	0	12.0	15.0	0.0	0
WB	161	528	80	769	1	1	1	12.0	12.0	12.0	0
NB	29	756	260	1041	1	1	1	12.0	12.0	12.0	0
SB	26	552	196	773	1	1	0	12.0	15.0	0.0	0

TOTAL VOLUME = 3475

TRAFFIC & ROADWAY CONDITIONS

DIR	GRADE	%HV	ADJ PARK Y/N	MOVES	BUSES	PHF	PEDESTRIANS CROSS	BUT	MIN TIME	ARR TYPE
EB	0.0%	5.0%	N	0	0	.950	0		7.0	3
WB	0.0%	5.0%		0	0	.950	0		7.0	3
NB	0.0%	5.0%		0	0	.950	0		7.0	3
SB	0.0%	5.0%		0	0	.950	0		7.0	3

PHASINGS

	EASTBOUND l	t	r	p	WESTBOUND l	t	r	p	NORTHBOUND l	t	r	p	SOUTHBOUND l	t	r	p	GREEN	Y+R	PRE/ACT
1	*	*	*														5.9	0	A
2	*	*	*		*	*	*										19.8	3	A
3									*	*	*		*	*	*		28.3	3	A

CYCLE= 60.0 LOST= 6.0 SUM V/S CRIT= 0.99 TOTAL V/C= 1.10

LEVEL OF SERVICE WORKSHEET

DIR	LN GROUP	v/c	CM	g/C	C	d1	c	d2	PF	Delay	LOS	Avg Q	95% Q
EB	LT	1.33	*	0.43	60.0	17.29	276	134.92	1.00	152.21	F	22.9	70
EB	TH-RT	0.77		0.43	60.0	11.13	742	4.23	0.85	13.06	B	5.5	17
WB	LT	0.76		0.33	60.0	13.67	223	11.84	0.85	21.68	C	2.3	8
WB	TH	1.07	*	0.33	60.0	15.79	522	45.52	0.85	52.11	E	13.6	42
WB	RT	0.19		0.33	60.0	10.92	443	0.00	0.85	9.28	B	0.9	4
NB	LT	0.19		0.47	60.0	6.99	138	0.00	0.85	5.94	B	0.2	1
NB	TH	1.07	*	0.47	60.0	12.82	745	41.10	0.85	45.83	E	16.7	51
NB	RT	0.43		0.47	60.0	7.99	634	0.00	0.85	6.79	B	2.4	8
SB	LT	0.20		0.47	60.0	7.02	133	0.00	0.85	5.96	B	0.2	1
SB	TH-RT	1.00		0.47	60.0	12.04	768	24.55	0.85	31.10	D	12.3	38

DIR	Delay	LOS
EB	67.35	F
WB	41.29	E
NB	35.12	D
SB	30.29	D

INTERSECTION DELAY = 43.68 INTERSECTION LOS=E

Howard/Stein-Hudson USING CINCH (VER 2.0) BY SASAKI ASSOCIATES, INC.
01-01-2000 00:58:26
PROJECT NAME: WINGATE AT BRIGHTON PROJECT NUMBER: [illegible]

1985 HCM — CHAPTER 9: SIGNALIZED

[illegible]

VOLUME & GEOMETRIC DATA

					LANES			LANE WIDTH			CROSS
DIR	LT	TH	RT	TOTAL	LT	TH	RT	LT	TH	RT	WALK
EB	252	536	16	904	1	1	0	12.0	15.0	0.0	0
WB	161	536	80	777	1	1	1	12.0	12.0	12.0	0
NB	25	756	260	1041	1	1	1	12.0	12.0	12.0	0
SB	25	552	199	776	1	1	0	12.0	15.0	0.0	0

TOTAL VOLUME = 3498

TRAFFIC & ROADWAY CONDITIONS

			ADJ PARK				PEDESTRIANS			ARR
DIR	GRADE	%HV	Y/N	MOVES	BUSES	PHF	CROSS	BUT	MIN TIME	TYPE
EB	0.0%	5.0%	N	0	0	.950	0		7.0	3
WB	0.0%	5.0%		0	0	.950	0		7.0	3
NB	0.0%	5.0%		0	0	.950	0		7.0	3
SB	0.0%	5.0%		0	0	.950	0		7.0	3

PHASINGS

	EASTBOUND				WESTBOUND				NORTHBOUND				SOUTHBOUND				GREEN	Y+R	PRE/ACT
	l	t	r	p	l	t	r	p	l	t	r	p	l	t	r	p			
1	*	*	*														5.9	0	A
2	*	*	*		*	*	*										19.8	3	A
3									*	*	*		*	*	*		28.3	3	A

CYCLE= 60.0 LOST= 6.0 SUM V/S CRIT= 1.00 TOTAL V/C= 1.11

LEVEL OF SERVICE WORKSHEET

DIR	LN GROUP	v/c	CM	g/C	C	d1	c	d2	PF	Delay	LOS	Avg Q	95% Q
EB	LT	1.37	*	0.43	60.0	18.01	271	148.32	1.00	166.33	F	25.0	76
EB	TH-RT	0.78		0.43	60.0	11.22	741	4.61	0.85	13.45	B	5.6	18
WB	LT	0.78		0.33	60.0	13.78	217	13.68	0.85	23.34	C	2.4	8
WB	TH	1.08	*	0.33	60.0	15.92	522	49.76	0.85	55.83	E	14.5	44
WB	RT	0.19		0.33	60.0	10.92	443	0.00	0.85	9.28	B	0.9	4
NB	LT	0.19		0.47	60.0	7.00	136	0.00	0.85	5.95	B	0.2	1
NB	TH	1.07	*	0.47	60.0	12.82	745	41.10	0.85	45.83	E	16.7	51
NB	RT	0.43		0.47	60.0	7.99	634	0.00	0.85	6.79	B	2.4	8
SB	LT	0.20		0.47	60.0	7.02	133	0.00	0.85	5.96	B	0.2	1
SB	TH-RT	1.00		0.47	60.0	12.09	787	25.45	0.85	31.91	D	12.6	39

DIR	Delay	LOS
EB	72.98	F
WB	44.30	E
NB	35.12	D
SB	31.07	D

INTERSECTION DELAY = 46.05 INTERSECTION LOS=E

Howard/Stein-Hudson USING CINCH (VER 2.0) BY SASAKI ASSOCIATES, INC.
01-01-2000 00:47:48
PROJECT NAME: WINGATE AT BRIGHTON PROJECT NUMBER: 89-104 BY: DMM

1985 HCM — CHAPTER 9: SIGNALIZED

[illegible] STUDY AM EXISTING

LAST DATA SET NAMES LOADED OR SAVED
VOLUME=filename GEOMETRICS=unionname SIGNAL=unionname
LOCATED IN CBD:Y

VOLUME & GEOMETRICS

DIR	LT	TH	RT	TOTAL	# OF LANES LT	TH	RT	LANE WIDTH LT	TH	RT	CROSS WALK
EB	165	377	24	587	1	1	0	12.0	15.0	0.0	0
WB	225	357	36	618	1	1	1	12.0	12.0	12.0	0
NB	12	524	281	817	1	1	1	12.0	12.0	12.0	0
SB	24	341	125	490	1	1	0	12.0	15.0	0.0	0

TOTAL VOLUME = 2512

TRAFFIC & ROADWAY CONDITIONS

DIR	GRADE	%HV	ADJ PARK Y/N	MOVES	BUSES	PHF	PEDESTRIANS CROSS	BUT	MIN TIME	ARR TYPE
EB	0.0%	5.0%	N	0	0	.950	0		7.0	3
WB	0.0%	5.0%		0	0	.950	0		7.0	3
NB	0.0%	5.0%		0	0	.950	0		7.0	3
SB	0.0%	5.0%		0	0	.950	0		7.0	3

PHASINGS

	EASTBOUND l	t	r	p	WESTBOUND l	t	r	p	NORTHBOUND l	t	r	p	SOUTHBOUND l	t	r	p	GREEN	Y+R	PRE/ACT
1	*	*	*		*	*	*										39.5	3	P
2									*	*	*		*	*	*		44.5	3	P

CYCLE= 90.0 LOST= 6.0 SUM V/S CRIT= 0.70 TOTAL V/C= 0.75

LEVEL OF SERVICE WORKSHEET

DIR	LN GROUP	v/c	CM	g/C	C	d1	c	d2	PF	Delay	LOS	Avg Q	95% Q
EB	LT	0.59		0.44	90.0	14.53	332	1.81	1.00	16.34	C	2.7	9
EB	TH-RT	0.56		0.44	90.0	14.26	756	0.48	1.00	14.74	B	5.9	19
WB	LT	0.79	*	0.44	90.0	16.49	299	11.13	1.00	27.63	D	4.0	13
WB	TH	0.54		0.44	90.0	14.13	694	0.36	1.00	14.49	B	5.3	17
WB	RT	0.06		0.44	90.0	11.08	590	0.00	1.00	11.08	B	0.5	2
NB	LT	0.04		0.49	90.0	8.92	314	0.00	1.00	8.92	B	0.2	1
NB	TH	0.71	*	0.49	90.0	13.43	781	2.42	1.00	15.85	C	7.0	22
NB	RT	0.45		0.49	90.0	11.21	664	0.00	1.00	11.21	B	3.7	12
SB	LT	0.09		0.49	90.0	9.16	272	0.00	1.00	9.16	B	0.3	2
SB	TH-RT	0.59		0.49	90.0	12.38	815	0.78	1.00	13.16	B	6.2	20

DIR	Delay	LOS
EB	15.25	C
WB	19.07	C
NB	14.15	B
SB	10.96	B

INTERSECTION DELAY = 15.39 INTERSECTION LOS=C

DEMO CINCH (VER 2.0) BY SASAKI ASSOCIATES, INC.
04-11-2000 00:49:49
PROJECT NAME: WINGATE AT BRIGHTON PROJECT NUMBER: BR-104 BY: DMK

1985 HCM — CHAPTER 9: SIGNALIZED

UNION SQUARE AM PROPOSED

LAST DATA SET NAMES LOADED OR SAVED
VOLUME=unionamp GEOMETRICS=unionamp SIGNAL=unionamp
LOCATED IN CED:Y

VOLUME & GEOMETRICS

DIR	VOLUMES LT	TH	RT	TOTAL	# OF LANES LT	TH	RT	LANE WIDTH LT	TH	RT	CROSS WALK
EB	187	380	24	591	1	1	0	12.0	15.0	0.0	0
WB	225	367	36	628	1	1	1	12.0	12.0	12.0	0
NB	12	524	281	817	1	1	1	12.0	12.0	12.0	0
SB	24	341	129	494	1	1	0	12.0	15.0	0.0	0

TOTAL VOLUME = 2530

TRAFFIC & ROADWAY CONDITIONS

DIR	GRADE	%HV	ADJ PARK Y/N	MOVES	BUSES	PHF	PEDESTRIANS CROSS	BUT	MIN TIME	ARR TYPE
EB	0.0%	5.0%	N	0	0	.950	0		7.0	3
WB	0.0%	5.0%		0	0	.950	0		7.0	3
NB	0.0%	5.0%		0	0	.950	0		7.0	3
SB	0.0%	5.0%		0	0	.950	0		7.0	3

PHASINGS

	EASTBOUND l	t	r	p	WESTBOUND l	t	r	p	NORTHBOUND l	t	r	p	SOUTHBOUND l	t	r	p	GREEN	Y+R	PRE/ACT
1	*	*	*		*	*	*										39.5	3	P
2									*	*	*		*	*	*		44.5	3	P

CYCLE= 90.0 LOST= 6.0 SUM V/S CRIT= 0.70 TOTAL V/C= 0.75

LEVEL OF SERVICE WORKSHEET

DIR	LN GROUP	v/c	CM	g/C	C	d1	c	d2	PF	Delay	LOS	Avg Q	95% Q
EB	LT	0.61		0.44	90.0	14.68	324	2.28	1.00	16.95	C	2.8	9
EB	TH-RT	0.56		0.44	90.0	14.30	756	0.52	1.00	14.82	B	6.0	19
WB	LT	0.80	*	0.44	90.0	16.56	297	11.65	1.00	28.20	D	4.1	13
WB	TH	0.56		0.44	90.0	14.25	694	0.51	1.00	14.76	B	5.4	17
WB	RT	0.06		0.44	90.0	11.08	590	0.00	1.00	11.08	B	0.5	2
NB	LT	0.04		0.49	90.0	8.92	311	0.00	1.00	8.92	B	0.2	1
NB	TH	0.71	*	0.49	90.0	13.43	781	2.42	1.00	15.85	C	7.0	22
NB	RT	0.45		0.49	90.0	11.21	664	0.00	1.00	11.21	B	3.7	12
SB	LT	0.09		0.49	90.0	9.16	272	0.00	1.00	9.16	B	0.3	2
SB	TH-RT	0.60		0.49	90.0	12.43	824	0.84	1.00	13.27	B	6.3	20

DIR	Delay	LOS
EB	15.49	C
WB	19.77	C
NB	14.15	B
SB	13.02	B

INTERSECTION DELAY = 15.55 INTERSECTION LOS=C

SIGHT DISTANCES[4]

Stopping Sight Distance:
Stopping sight distance is the sum of two distances: the distance traveled during driver perception/reaction time, and the distance traveled during break application. The perception/reaction time is 2.5 sec. This is sufficient for simple and moderately complex highway situations. Where more complex conditions exist, greater times should be allowed for perception/reaction time. Stopping sight distance is the absolute minimum that should be provided at any point on the highway. Greater distances should be available wherever possible.

Decision Sight Distance:
In many cases, stopping sight distance is, by itself, inadequate to provide a safe highway situation. These include situations where a driver must handle a complex highway situation, the hazard is difficult to perceive, unexpected or unusual maneuvers are required, or an evasive maneuver is preferable to a hurried stop. Examples of where these situations are likely to occur include intersections and interchanges, railroad/highway grade crossings, lane drops, detours, and major changes in the highway cross section. The decision sight distance concept can also be used to determine the need for advance warning signs, although this is not a desirable substitute for the physical availability of sight distance.
Decision sight distance is the distance required for a driver to detect an unexpected or otherwise difficult to-perceive information source or hazard in a roadway environment that may be visually cluttered, recognize the hazard or its threat potential, select an appropriate speed and path, and initiate and complete the required safety maneuver safely and efficiently. This sight distance is the sum of perception/reaction time and vehicle maneuver time.

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[4] Highway Design Manual - Massachusetts Department of Public Works July 1989 - Chapter 3 - Basic Design Controls

Section 8

Information on Financing of Proposed Project

SKILLED NURSING & ASSISTED LIVING FACILITIES
FIRST MORTGAGE FINANCING
SUMMARY OF TERMS

PROFIT-MOTIVATED SPONSOR

Loan Type:	Construction loan which automatically funds into a 40-year permanent loan at completion.
Loan Amount:	The maximum insured loan amount for new construction is equal to the lesser of 1) 90% of net operating income (said net operating income includes a 7% vacancy rate) capped at the debt service constant, or 2) 90% of development cost exclusive of start-up losses; said development cost includes the construction period MIP, Processing & Placement Fee, Transaction Costs (all of which are described below), and land at market value. Note, in most cases, criterion "2" is the basis for determining Loan Amount.
Interest Rate:	The Interest Rate will be a function of the market rate of interest in effect at the time the GNMA securities are purchased. For indicative purposes only, the current market rate of interest is approximately 9.50% (as of 9/19/91).
Hud Mortgage Insurance Premium:	During the construction period, a Mortgage Insurance Premium (MIP) equal to .5% of the Loan Amount is due on an annual basis and is payable from mortgage proceeds. The first .5% MIP payment is due at loan closing, and subsequent payments are made on the anniversary date of the loan closing. The construction period MIP is mortgageable (see "Loan Amount"). At the commencement of amortization, MIP equal to .5% of the average monthly principal balance is escrowed monthly with each principal and interest payment.
Annual Servicing Fee:	In addition to the Interest Rate, the mortgagor is required to pay an annual servicing fee equal to .25% of the outstanding loan balance. If GNMA securities are used to fund the loan, the annual servicing fee will be .45%.

Amortization:	Interest only until Final Endorsement (i.e., construction completion). Self-amortizing thereafter, based on a 40-year amortization schedule.
Processing & Placement Fee:	Negotiable. The Processing and Placement Fee is mortgageable (see "Loan Amount").
Transaction Costs:	The Transaction Costs include 1) a 0.3% application fee payable to HUD, and 2) a 0.5% inspection fee, payable to HUD at closing. The Transaction Costs are mortgageable (see "Loan Amount").
Mortgagee Expenses:	All costs incurred by CWA and HUD, including but not limited to legal, engineering and appraisal, will be reimbursed from the Processing & Placement Fee and Transaction Costs. **Mortgagor will not be responsible for any costs incurred by CWA and HUD which might exceed those amounts.**
Prepayment:	Negotiable. Note, the Interest Rate will be affected by specific prepayment provisions.
Subordinate Financing:	Available for the purpose of financing start-up losses incurred, once the property generates sufficient cash flow to support such subordinate debt.
Wage Rates:	Davis-Bacon prevailing wage rates must be adhered to during construction.
Other Criteria:	The subject loan will be **non-recourse**. However, HUD does require the following items at closing: 1) a 100% performance and payment bond or a letter of credit equal to 25% of the construction contract, 2) an escrow equal to the forecasted operating deficit which escrow can be drawn upon by the borrower, with HUD's approval, to fund operating deficits as they occur (any funds remaining in the escrow account will be released to the borrower), 3) a 2% letter of credit to HUD for working capital, to be released once the Project achieves breakeven operations for 90 consecutive days (subject to HUD approval, borrower may draw down on such collateral to pay for working capital costs as incurred). If the loan is funded with GNMA securities, a 1.75% collateral security deposit will be required, and will be held for 36 months from Final Endorsement.

TS/rp
0902r

Continental Health Care, Inc.
Old Central Wharf 75 Central Street Boston, Massachusetts 02109 (617) 574-9669

FROM: F. Roy Fitzsimmons
Vice President

DATE: February 12, 1992

RE: Wingate at Brighton
Operation of Nursing Homes

Wingate at Brighton will function as a Massachusetts licensed nursing home and will provide skilled nursing and rehabilitation programs. It will operate under the supervision of the Massachusetts Department of Public Health, Division of Health Care Quality. This facility will be Medicare and Medicaid certified and will be reimbursed through the Departments of Welfare and Medicare.

Massachusetts has introduced a new form of payment for services called, "Prospective Reimbursement to Long Term Care Facilities." Regulation 114.2 CMR: Rate Setting Commission Bureau of Long Term Care Facilities, states, "A prospective rate for long-term care facilities is effective for 12 months beginning January 1, except where amendments are made to 114.2CMR 5.00 that result in amended rates during the rate year. The facility receives a prospective rate based on its reasonable and allowable cost from the second preceding calendar year, adjusted for inflation. Following the close of the prospective rate year, the provider reports actual costs incurred for the year." We will have a cost control program in place to keep our costs within our rates of reimbursement. However, we have a standard of care that we require, and if that standard cannot be maintained within our prospective rates, we will spend to meet our standard of care. At this time, we anticipate our private rates will be $140 per patient day in a semi-private room, and $150 per patient day in a private room.

Wingate at Brighton will be required to maintain a 70% Medicaid census according to the current regulations, 105 CMR: Department of Public Health 100.610(D). The remaining census will pay for services either through the Medicare program or from private sources of funds. The facility will be subject to audit through the Rate Setting Commission and the Department of Public Welfare. The home will have its annual cost reports prepared by a firm of Certified Public Accountants for both Medicaid and Medicare. Because we are a HUD-insured facility, we will also be required to file an annual report with HUD.

0984C/pmc

Continental Wingate Associates, Inc.
Old Central Wharf 75 Central Street Boston, Massachusetts 02109 (617) 574-9669
HUD Approved Mortgage Lender

To: Willy Sclarsic

From: Ellen Kantrowitz

Date: February 14, 1992

Re: Financing of Wingate at Brighton

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You have requested that I provide you with a resume of the mortgage lending affiliate of Continental Wingate which is known as Continental Wingate Associates ("CWA"). As you know, CWA has been a HUD approved lender since 1972. Since that time we have originated and closed over $100 million of HUD insured multifamily and healthcare loans. Attached you will find a brief resume of the company which details our mortgage banking experience.

CWA uses the HUD insurance programs to obtain funds from private investors. In the case of this project, CWA will obtain Section 232 mortgage insurance by submitting the appropriate application to the Boston Regional Office. This program permits HUD to provide insurance for the new construction or substantial rehabilitation of nursing facilities. A fact sheet describing this program is attached.

I believe that there are many benefits available to developers who choose to finance the construction of their nursing homes with CWA using HUD insurance programs. We look forward to working with you on this project.

2598r

GENERAL SCOPE AND HISTORY OF FIRM'S OPERATIONS

Continental Wingate Associates, Inc. ("CWA") was incorporated on October 24, 1972 to act as an FHA mortgagee in the HUD multifamily insurance programs. The company became an FHA approved mortgagee on October 11, 1973. (Mortgagee No. 206608). CWA is a wholly owned subsidiary of the Continental Wingate Company, Inc., a vertically integrated real estate company which has developed, built, managed and syndicated in excess of $1 billion of multifamily real estate since its formation in 1965.

CWA's primary line of business has been the origination, funding and servicing of mortgage loans secured by multifamily and health care real estate, pursuant to the HUD full insurance and coinsurance programs. Since its founding in 1972, CWA has been actively involved in the business of processing HUD insured mortgage loans using various HUD programs including Section 232. In 1984, CWA became a HUD approved coinsuring lender for the Section 223(f) program, and in 1986 for the Section 221(d)(4) program. Loans made under the Section 223(f) program are for the purchase or refinancing of existing multifamily developments. The Section 221(d)(4) program provides insurance for the new construction or substantial rehabilitation of multifamily projects. Section 232 program provides insurance for the new construction or substantial rehabilitation of nursing facilities. CWA remained in good standing in the HUD coinsurance program until said program was terminated in November of 1990. CWA has originated, closed and serviced loans under both the full insurance program and coinsurance programs.

CWA worked with another Continental Wingate subsidiary, Continental Wingate Properties, Inc. This subsidiary raised capital in the public securities markets to invest in mortgage loans primarily originated and serviced by CWA. KP/Wingate Insured Partners Limited Partnership, a joint venture with Kidder, Peabody & Co., Inc. raise approximately $90 million in their offerings. A large portion of this fund is invested in mortgages originated and serviced by CWA. CWA also services the non-insured portions of the fund invested in short term and second loan notes.

In addition, CWA has been approved by GNMA to be an Issuer/Servicer in their Mortgage Backed Securities Program (for Multifamily Loans, GNMA I Programs, Issuer ID No. 2823). GNMA Mortgage Backed Securities have provided a main source of funds or collateral for our loans. We have been an Issuer in good standing since 1984.

In 1990, CWA was approved as a GNMA Master Subservicer. Pursuant to that approval and the rotation process therein, we were selected and authorized to assume the Master Subservicing responsibilities of an approximately $650 million portfolio which we are currently servicing. Also in May of 1990, we received approval to act as a Federal Home Loan Mortgage Corporation (Freddie Mac) Seller/Servicer of multifamily mortgage loans.

Currently, CWA was selected by 3 HUD regions to participate in the HUD Delegated Processing Program. This program permits certain approved mortgage companies to perform the processing functions normally carried out by HUD field offices.

Also enclosed you will find a resume of our parent company, Continental Wingate Company, Inc. and three of its subsidiaries.

Our close association with all of the affiliates of the parent company has provided us with a wealth of access and experience to real estate development, management, syndication, and finance. CWA has built on this foundation to become a successful mortgage banking company.

1442r

Section 9

Department of Public Health Information

File

The Commonwealth of Massachusetts
Executive Office of Health and Human Services
Department of Public Health
150 Tremont Street
Boston 02111

William F. Weld
Governor
David P. Forsberg
Secretary
David H. Mulligan
Commissioner

May 17, 1991

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

Mr. Scott Schuster
Wingate at Brighton, Inc.
75 Central Street
Boston, MA 02109

RE: Urban Underbedded Area
Exemptions #4-6012 and 4-6014
Wingate at Brighton, Inc.

Dear Mr. Schuster:

Pursuant to the provisions of M.G.L. c.111, section 25C1/2 (a) (4) and the Regulations and Guidelines adopted thereunder, I hereby grant an exemption from the Determination of Need (DON) process to Wingate at Brighton, Inc. for the purposes of constructing a long term care facility of 70 Level II beds (#4-6012) and 41 Level IV beds (#4-6014) on the campus of Mount Saint Joseph Academy, North Beacon Street, Brighton, MA. The facility will be known as the Wingate at Brighton Nursing Home. This location is in an urban underbedded area, as defined by the Guidelines for Determination of Need Exemptions for Long Term Care Beds Constructed in Urban Underbedded Areas. Exemption request #4-6012 was deemed filed on August 30, 1990; exemption request #4-6014 was deemed filed on November 12, 1990.

The application for this exemption clearly complies with virtually all applicable requirements. The one problem area is that of local zoning. The Department initially received conflicting letters from the Boston Redevelopment Authority; one provided that the applicant would be required to obtain an Interim Planning Permit before construction of the project could begin; the other provided that, in addition to an Interim Planning Permit, a variance would be required. The criteria for reviewing applications contained in the DoN Regulations and Guidelines provide that an exemption may be granted if local zoning provides that the project site is zoned for the proposed use (i.e., no zoning relief is required) or the project may be constructed upon issuance of a special permit, and that an exemption may not be granted if local zoning provides that the project is a prohibited use that may not be built absent a variance.

In seeking clarification of the issue, the Department received further correspondence from the City of Boston's Zoning Commission, Inspectional Services Department, Corporation Counsel and the Boston Redevelopment

Authority. They disagreed on the issue of whether a variance is required in addition to an Interim Use Permit. Assuming that no variance would be needed, they also differed on the issue of whether an interim planning permit is analogous to a variance or analagous to a special permit. The applicant has put forward a cogent interpretation of the Boston Zoning Code which concludes that no variance is required, and that the standard of review to be used by the Board of Zoning Appeals in considering an application for an interim planning permit is more like the standard of review for a conditional use permit (Boston's nomenclature for a special use permit) than that for a variance.

The interim planning permit is required because the project would be situated in the Allston-Brighton Interim Planning Overlay District. The City of Boston will likely replace the interim zoning with new permanent zoning by the end of 1991. Under the new zoning, which has yet to be finalized, the project would require either a conditional use permit or a variance. At this time, it is impossible to conclude with any certainty which will be required.

Assuming that the applicant's analysis is correct, the Department should simply grant the exemption requested. However, since an obviously difficult issue has been raised, one the City's Corporation Counsel characterized as a question of first impression, one that has elicited numerous contradictory responses from City officials, the Department must defer to the local zoning authority.

Accordingly, the Department will allow the applicant sufficient time to go before the Boston Board of Zoning Appeals to obtain an interim planning permit or a conditional use permit. If, before the applicant obtains appropriate zoning relief, local zoning requires that a variance would be required as a precondition to constructing the project, then this exemption will no longer be valid.

This exemption is site specific and subject to the following conditions:

1. Within the first fifteen (15) months of licensure of the 70 beds, Wingate at Brighton shall achieve a minimum of 70% Massachusetts Medicaid patients and shall maintain the 70% Massachusetts Medicaid patient occupancy rate for the entire facility throughout the term of the facility's license, including any renewal of said license, and shall be so maintained if ownership of the facility is tranferred. The applicant shall make every effort to admit Medicaid patients from the urban area in which it is located. The applicant shall work with the Department of Public Welfare's Medicaid Division to ensure that the facility's Medicaid patients come from the urban area and within the same HSA. This condition is attached in compliance with M.G.L. c.111, s.25C1/2 (a) (4).

2. The applicant shall develop a Quality Assurance program that meets the requirements of the Department's Division of Health Care Quality at the time of licensure.

3. If, before the applicant obtains appropriate zoning relief (e.g., an interim planning permit or a conditional use permit for which the appeal period has expired), local zoning requires that the applicant obtain a variance in order to proceed with the project, then the herein exemption shall be of no further force or effect.

A copy of this letter is being forwarded to the Executive Office of Environmental Affairs, MEPA Unit, to notify that office that an exemption from the DON process has been awarded for this project, which you have stated does not require the filing of an Environmental Notification Form.

You are reminded that in accordance with the Guidelines, no construction or renovation may begin until after written final plan approval has been received from the Department's Division of Health Care Quality.

You are also advised to review the Rate Setting Commission's (RSC) rate determination regulations prior to beginning construction to ensure maximum Medicaid reimbursement.

Pursuant to 105 CMR 100.611, and subject to condition 3 above, the exemption shall be valid authorization for two (2) years."

After construction is complete, to proceed with licensure of the long term care beds, please contact, in writing:

Jean Pontikas
Division of Health Care Quality
80 Boylston Street, Suite 1100
Boston, MA 02116

Sincerely,

Joyce James

Joyce James
Program Director
Determination of Need Program

JJ/DCH/ms

cc: Dave Cavalier, DoN
Jean Pontikas, DHCQ
Patricia MacPhee, RSC
Sheila Sullivan, DPW
Laura Rice, EOEA
Steven Davis, MEPA
Public File
MIS

POSTERNAK, BLANKSTEIN & LUND
ATTORNEYS AT LAW

100 CHARLES RIVER PLAZA
BOSTON, MASSACHUSETTS 02114
617-367-9595

FAX 617-367-2315

July 12, 1991

David Harlow, Esquire
Deputy General Counsel
Office of the General Counsel
Department of Public Health
150 Tremont Street
Boston, MA 02111

Re: Urban Underbedded Area Exemptions #4-6012 and 4-6014 Wingate at Brighton, Inc.

Dear Mr. Harlow:

This letter will confirm our conversation of yesterday's date regarding the scope of the exemptions referenced above. While the exemption letter from Joyce James dated May 17, 1991 exempts 70 Level II beds and 41 Level IV beds, it is our understanding that Wingate at Brighton, Inc. ("Wingate") may build 82 Level II beds and 41 Level IV beds thereby taking advantage of its right to construct twelve beds without seeking determination of need approval. The twelve beds may be built concurrently with the ones referenced in the exemption letter.

It is our further understanding that the Rate Setting Commission acknowledges the right of Wingate to build 82 Level II and 41 Level IV beds and will include the extra twelve beds in its reimbursement of Wingate's costs.

I understand that we are to request an advisory ruling from the Rate Setting Commission as to the exact amount of reimbursement.

POSTERNAK, BLANKSTEIN & LUND

Would you kindly confirm the Department of Public Health's agreement with this letter by signing below in the space provided or by sending me a separate letter confirming the understandings herein.

Thank you for your consideration.

Sincerely,

Gerald J. Billow

Gerald J. Billow

Agreed and Accepted:

DEPARTMENT OF PUBLIC HEALTH

By: _____
David Harlow, Esquire

GJB/js
cc: Willy Sclarsic
ABC05308/

Section 10

Applicant's public benefits

WINGATE AT BRIGHTON
123-Bed Nursing Home
100 N. Beacon Street, Brighton

Wingate at Brighton will offer the following benefits to the Allston/Brighton community:

1. **BED NEED/HEALTH CARE:**

   a) Allston/Brighton, as part of Boston, has been designated as an **Urban Underbedded Area** by the Commonwealth's Determination of Need office, thereby establishing the need for additional beds.

   b) There are presently only **61 Level II beds** (the higher level of subacute care) in Allston/Brighton; therefore, Allston/Brighton residents who cannot access these beds are forced to leave their neighborhood to find such Level II service.

   c) Wingate at Brighton will have 123 new, **state-of-the-art, modern beds** which will be located in the community, thereby increasing the ability of local residents to remain in their community.

   d) Wingate at Brighton will market the facility in Allston/Brighton and work hand-in-hand with hospital discharge planners to **make beds available to Allston/Brighton residents** as is customary with all of Continental Health Care's facilities and most Massachusetts nursing homes.

2. **LOW INCOME:**

   a) 70% of beds will be reserved for **low-income residents** under the **Medicaid** program.

3. **JOBS:**

   a) Wingate at Brighton will provide **300** critically needed **construction jobs.**

   b) **130 permanent jobs** with varied salary levels will be created and recruiting will be targetted to Allston/Brighton residents.

   c) During operations, the facility will create needs for services from **local businesses.**

4. TAX REVENUE:

   a) The present tax-exempt land will be changed to tax producing property, with revenues to the City of Boston estimated in excess of $100,000.

5. ABUTTERS/COMMUNITY SUPPORT:

   a) Several hundred signatures of support have been collected from residential and commercial abutters and Allston/Brighton elderly residents.

   b) Approximately one thousand postcards have been returned by Allston/Brighton residents over 60 years of age in support of the project

   c) For a list of community meetings to date, see attached "Community Meetings" list. Note that most of these meetings were initiated by Continental Health Care.

6. SITE SECURITY:

   a) The 24-hour presence of this project on the site will help address the serious concerns expressed by numerous abutters as to their present negative experiences with abuses of the site and general lack of security.

7. SISTERS OF ST. JOSEPH:

   a) This project is of great importance to the future financial well-being of the several hundred Sisters of St. Joseph who reside in Allston/Brighton while still remaining within the context of their mission.

8. ZONING:

   a) The use of this site for a nursing home is consistent with present Allston/Brighton zoning: Article 51 being a conditional use. This zoning came about as a result of significant community involvement through the IPOD and the PZAC process, including specific review of this project at the time.

   b) No variances are required.

   c) Use is a "conditional use" not a forbidden use.

   d) All of the issues raised by the BRA's and the City of Boston's various involved departments have been addressed in a manner satisfactory to the City, as evidenced by the issuance by the BRA of a Preliminary Adequacy Determination ("PAD").

WINGATE AT BRIGHTON
123-Bed Nursing Home
100 N. Beacon Street
Brighton, MA

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LIST OF ADDITIONAL COMMUNITY BENEFITS

1) Conservation Restriction:

Portion of site to be restricted from further development by conservation easement.

2) Neighborhood Beuatification:

Continental Health Care will provide 24 street trees off-site at locations in Allston/Brighton as directed by the BRA.

3) Marketing Facility For Allston/Brighton Residents:

The applicant will target Allston/Brighton residents for marketing of vacant beds.

4) Scholarship/Employment Program:

Continental Health Care will offer to assist an Allston/Brighton student with guaranteed employment and tuition help to achieve LPN licensure. This program will continue on an ongoing basis.

Continental Health Care, during its first year of operation, will pay for Certified Nursing Assistant training for five Allston/Brighton residents and, subject to state licensure, offer positions at the facility to those five residents.

5) Community Project Task Force:

Continental Health Care will participate in a BRA organized community task force to monitor construction and to interact with the community beyond construction.

6) Local Employment Opportunities:

Continental Health Care has submitted an affirmative action plan to attempt to direct the 130 to 150 full and part time positions which the project will create to Allston/Brighton residents, as well as using reasonable efforts to hire Boston and Allston/Brighton residents for construction jobs.

fcomm.ben

Section 11

Applicant's efforts at public outreach

It should be noted that as a result of the numerous neighborhood public meetings, Continental HealthCare has been able to demonstrate a substantial level of community support for the facility, particularly from immediate abutters who continue to experience difficulty with the current unauthorized and abusive use of the property. Over 160 abutters or nearby neighbors, residential as well as commercial, have signed petitions in support of the project. Additionally, over 1300 numerous Allston/Brighton elderly residents have also signed petitions of support. Copies of some of these petitions have previously been given to the BRA.

The following is a list of public meetings held to date:

Date	Location	Group
09/26/89	Mt.St.Joseph Academy	General open neighborhood mtg.
12/12/89	Mt.St.Joseph Academy	Dustin Street abutters
12/13/89	Mt.St.Joseph Academy	Saunders Street abutters
04/90	Brighton Police Sta.	Brighton/Allst. Improv. Assoc.
12/90	Mt.St.Joseph Academy	MEPA public meeting
05/22/91	McNamara House Elderly Housing	Residents
05/23/91	Mt. St. Joseph Academy	Neighborhood meeting
06/04/91	Veronica Smith Senior Center	Residents
06/06/91	Pat White Bld. Elderly Housing	Residents
06/12/91	Camelot Court Elderly Housing	Residents
06/14/91	Fidelis Way	Residents
06/91	Governor apts. Elderly Housing	Residents
06/91	Comaneu Apts. Elderly Housing	Residents
06/24/91	Mt.St.Joseph Academy	General open neighborhood mtg.
07/16/91	VFW Post	Allston Civic Association
01/92	Mt.St.Joseph Academy	Abutter meeting
05/05/92	Mt. St.Joseph Academy	Neighborhood meeting
06/92	Bri./Alls.Police Sta.	Brighton/Allston Improvement Assoc.
07/92	Theresa Hines	Brighton Allston Improvement Assoc.
07/29/92	Brighton police Statn.	Brighton/ Allston Improvement Assoc
8/92	City Hall	Brighton Allston Improvement Assoc.
08/04/92	Hatherly Road	Brighton Allston Improvement Assoc.
08/05/92	Veronica Smith Sen.	Elderly community

Most of the above meetings were voluntarily initiated by Continental Health Care in accordance with its ongoing efforts to maintain a dialogue with the community.

Section 12

Miscellaneous background

FAMILY AND COMMUNITY TIES

GEOGRAPHIC PROXIMITY

Thirty-eight percent of nursing and rest home residents entered facilities in the same city or town as the city or town of their home prior to admission. Only 8% travelled more than 20 miles to enter a nursing or rest home. (See Figure 31.)

PROXIMITY OF NURSING/REST HOME TO RESIDENT'S HOME COMMUNITY
1986 NURSING AND REST HOME RESIDENTS

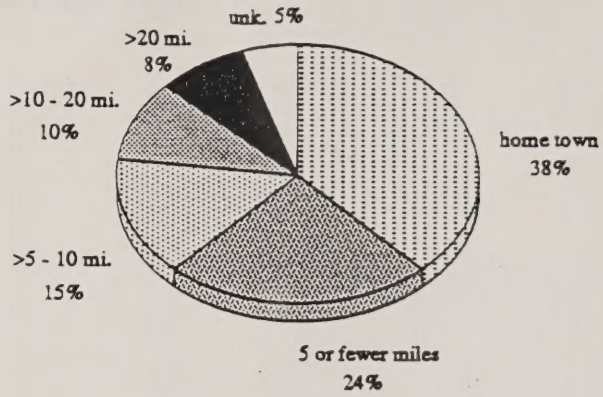

Figure 31

Excerpt from: Elderly Residents of Massachusetts Nursing and Rest Homes: A Profile

Published by: Massachusetts Department of Public Health

Please note that home town (38%) plus 5-mile radius (24%) equals 62% of residents. These reflect statewide average which must be adjusted for population density.

In Allston/Brighton we anticipate that the population serviced will be within 1± mile of the site (most of Allston/Brighton) and that ± 2/3 residents will originate from that radius.

BRIGHAM
AND
WOMEN'S
HOSPITAL

75 Francis Street
Boston, Massachusetts 02115

Phone:

July 10, 1992

Ms. Margo Brunelli
Continental Health Care
75 Central Street
Boston, MA. 02109

Dear Margo,

We are pleased that Continental Health Care will be opening a new facility in the Brighton area. There is a strong need for a Skilled Nursing Facility that can care for patients requiring heavy skilled nursing needs, I.V. antibiotics/hydration and short term rehab, as well as other sub-acute needs.

Our discharge planning department is interested in hearing about the progress of this new facility.

Sincerely,

Diane R. Glendon

Diane R. Glendon
Discharge Planning Specialist
Continuing Care Department

Allston Brighton Journal

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One more battle

Community leaders still putting the squeeze on Continental Health Care, Inc.

By Linda Rosencrance

Local activists may have lost the war with Continental Health Care, Inc., (CHC) but they're still fighting to win at least one battle for the community.

"We're not naive enough to think we can stop them from building their nursing home," said Theresa Hynes, vice-president of the Brighton-Allston Improvement Association (BAIA). "But we do think they should at least give something back to this community."

Willy Sclarsic, vice president of CHC, a subsidiary of the Boston-based Continental WIngate Co., Inc., contends that his organization is already giving something back to the community — a beautiful nursing home, jobs and the opportunity for the elderly of A-B to be admitted

Continued on page 24

Bike to the future

2nd Annual Bike Tour shifts into high gear

By Linda Rosencrance

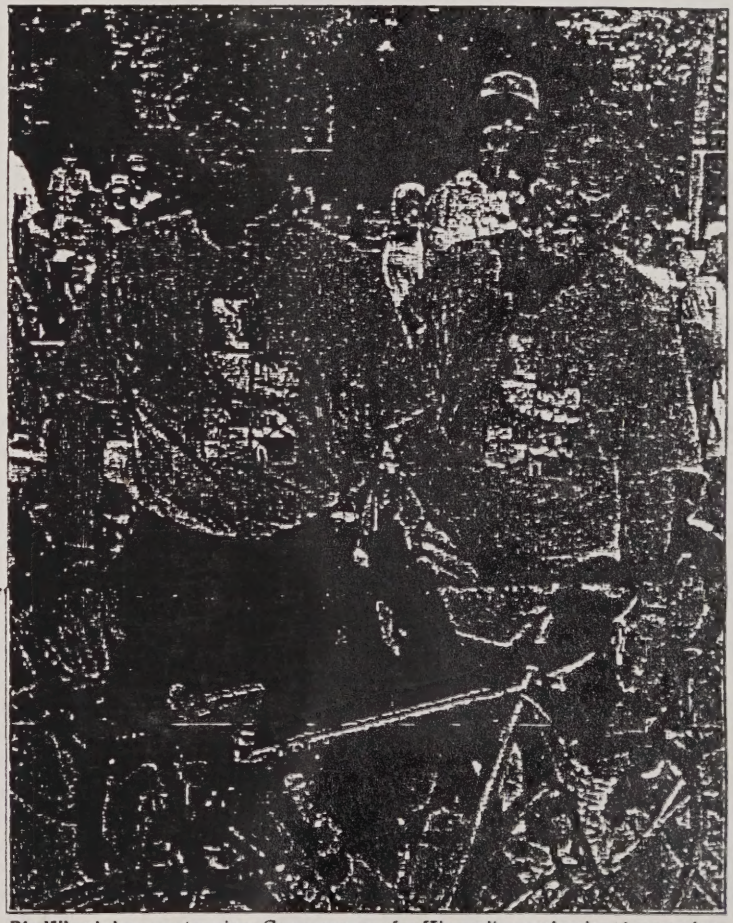
They came by the hundreds to Herter Park on Saturday to "ride, stride and glide" with the congressman from the Eighth District.

Participants in the Second Annual 20-Mile Bike Tour of the Eighth and the Ride, Stride and Glide Celebration rode bicycles, walked or glided on in-line skates to promote human transportation and show support for Congressman Joseph P. Kennedy's Bicycle and Pedestrian Transportation Improvement Act.

Responding to increased traffic congestion, oil consumption and air pollution, Kennedy authored this legislation to encourage alternatives to motor transportation by requiring states to earmark three percent of federal highway funds for bicycle lanes and pedestrian paths.

"The need for a more diverse and modern transportation system has never been greater, nor has it ever been more possible,"

Continued on page 15



Big Wheels keep on turning: Congressman Joe Kennedy, resplendent in spandex, turned heads as well as wheels, Saturday, during the Second Annual 20-Mile Bike Tour.

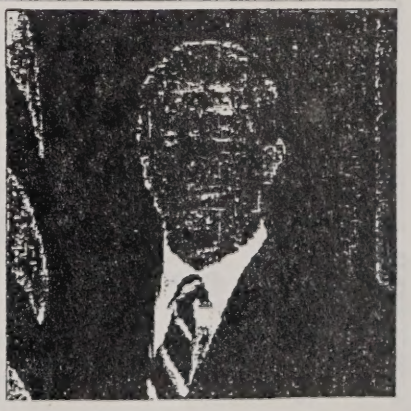
Landing jobs at Genzyme

A-B youth get leg up in biotech field

Lawmakers take Weld to school

By Linda Rosencrance

The Legislature's override of Governor William F. Weld's veto of extra education aid to cities and towns brings at



IN THE NEWS

One more battle

Continued from page 1

to a facility in their own community. But, because CHC accepts federal Medicaid monies for 70 percent of its residents, it cannot, by law, guarantee beds to A-B residents.

For the past four years CHC has been locked in negotiations with the Congregation of the Sisters of Saint Joseph (CJS) over the purchase and development of the North Beacon Street portion of CJS land. And according to SJC President Sister Roberta Marie Brown, for the past six years, the Congregation has been trying to find an appropriate use for the land that would be compatible with its mission of assisting the elderly and the needy, while still satisfying the concerns of the neighborhood.

Last year the developer and the sisters finalized a concept to build a 123-bed nursing home on the site — a facility, they say, will be beneficial to the neighborhood.

And, although immediate abbutors, some elected officials — including Susan Tracy and Kevin Honan — and another civic organization — the Allston Civic Association — support the idea of a nursing home on the site for a variety reasons, some community members, fed up with institutional expansion, vehemently fought the sisters and the developer in their attempt to secure Department of Public Health approval for the project last year

"The process surrounding that approval was flawed," Hynes said. "We did everything we could to fight them. It was even reported in the *Journal* that a DPH official refused to sign off on the approval for the beds because he said the proper process was not followed."

"It seems the RCAB (Roman Catholic Archdiocese of Boston) always gets approval for each of their projects," added Joan Nolan, president of the BAIA.

Activists also alleged that a recent letter — drafted by both CHC and officials and the Sisters of St. Joseph, but only signed by Sister Brown — sent to some 4,600 elderly in the A-B community intentionally misled them into believing that they would be guaranteed beds at the facility. They further contended that because CHC had helped to draft the letter, its officials should have signed it as well. And while they will not admit they intentionally misled anyone, representatives of CHC and the SJC did agree that both parties should have signed off on the letter.

At two recent meetings, all interested parties, including representatives from CHC and the Sisters of St. Joseph; the Boston Redevelopment Authority (BRA); the Mayor's Office of Neighborhood Services, representatives of AA-B City Councilor Brian Mclaughlin and at-large Councilor John Nucci, community members asked CHC to make certain concessions designed to benefit the entire Allston-Brighton Community.

The concessions include:

• creation of a public park on the "green corner" of the North Beacon Street property. CHC had already agreed to designate (in a legal document) this approximately 2/3 acre parcel of land as a conservation easement area (the developers will never be able to never build on this property).

• a $100,000 donation to fund the beautification of Allston-Brigton — to be administered by local civic leaders.

At Monday night's meeting, CHC agreed to open the park to Allston-Brighton residents, in oppostion to abuttor demands to curtail such use, only if it can maintain stringent controls over the use of the area.

"They want to have a public park with a locked gate, and they want to buzz people in," Hynes said. "That's discriminatory, and totally unacceptable."

CHC officials refused to discuss or even negotiate the $100,000 beautification fund. Sclarsic did agree, however, to provide and plant, at CHC's expense, 12 trees along North Beacon Street near the proposed site.

"But, we're asking for a lot more than 12 trees," Hynes said.

The BRA has postponed an August 5 hearing on the project until August 19, to give both sides a chance to work out their differences.